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TakingItEasy

A Boston city councilman who opposes the war in Iraq announced that he was going on a hunger strike to protest U.S. policy. He said he would begin a liquid-only regimen, but then limited that to daylight hours (thus allowing himself dinner and breakfast), and later qualified that to mean he would adhere to this **hardship diet** only on the second and fourth Fridays of each month. Gandhi would've been proud of this one!

In England a court opposed an early release for an inmate who had been convicted of killing a burglar. In arguing against parole, Britain's Home Office said that the government **must protect burglars** from violent homeowners. Right.

In Rhode Island a road striping crew on a state contract painted a prominent crosswalk on a street connecting a hedge on one side with a stone wall on the other (and no pedestrian traffic except for **an occasional wild animal**... and you know how *they* adhere to crosswalks).

At a junior high school where students can be expelled for carrying even **squirt guns,** the yearbook came out with a quarter-page ad for the National Rifle Association. (The almighty dollar wins once again.)

Here's our Idiot Crime of the Month: Some days it just doesn't pay to get out of bed. A woman was arrested on several charges but only after the police had scurried around for some time, looking for **her "stolen" car and baby son** who was inside. But her story didn't wash. The police said she had actually forgotten where she had left the car, which was idling, with her child inside, while she ran down the street to burglarize her uncle's home. She did manage to get some money but lost her own money when a stranger took her purse from the idling car.

In England a driver showed a judge a note from his doctor certifying that a blood clot had erased his short-term memory; consequently, his 30 parking tickets should be dismissed, as he could **never remember where he parked.** (Sure, the judge will buy that, right?)

Now here's one to contemplate. The legislature in one of our glorious states (which shall remain nameless) passed a bill to ban doctors' **performing surgery while intoxicated**—except in an emergency. As I said, that's one to contemplate.

An "armed" robbery conviction was overturned, stating that although he (the would-be robber) had a gun in his waistband, he hadn't intended anyone at the bank to see it, and therefore he was not legally "armed." The courts said that the federal law speaks only of using a gun, not carrying one. But on the other side of the coin, the court acknowledged that if he had **waved around a toy gun** that looked real, that would be enough for "armed" robbery.

An evangelist at a church in Ohio was preaching the virtues of penance and had just asked the Lord if there was anything else that needed to be added. At that very moment **lightning hit the church** steeple and set the building on fire. One of the members said, "It was awesome, just awesome." (Well put.)

A jury returned a verdict in a lawsuit by a local development company against Chevron-Texaco in a business deal gone sour. The jury said that Chevron didn't cause the development company even **a penny's worth of harm,** which, of course, pleased the Chevron lawyers mightily. But, *then* the jury turned in the second part of the verdict: Chevron should pay $33,800,000 in punitive damages to the development company! The jury, in essence, said that Chevron didn't do any damage to the company and they (the jury) were going to make damned sure Chevron thought twice before ever doing it again.

In Oklahoma where juries routinely opt for several-1,000-year sentences for the bad guys, a man is being put away for one year for domestic assault plus life (that's what it says—life) for **spitting on the police officer** who arrested him.

Fresh from our "Porkers will be Porkers File:" A policeman said he was preparing to sue the city because it was his inadequate training and supervision that made him a bad cop and led him to **fondle the eight women** he was convicted of sexually abusing during his police work.

Here are some cockroach tidbits: There is an increasing popularity in Australia of having large cockroaches as pets (won't hurt children, very low maintenance). And in Thailand health authorities decided to confiscate and destroy about **1,000 pet cockroaches,** saying they're pests. But they reluctantly held a Buddhist funeral rite for the cockroaches. And last, but not least, an artist opened her *Executions* exhibit in New York City featuring photographs of cockroaches dying simulated "human" deaths (hanging from tiny nooses or executed in a small prison electric chair).

One might assume this guy was trying to set some sort of new world record. Now this dude was run over more than 1,000 times, more than anyone else. In 1999, he was **run over by seven consecutive trucks** with a combined weight of 5.4 tons. Asked if he's suffered any damage, he said he "felt a little tired."

Here's a little factoid that is bound to please you beer drinkers: Aside from getting you nicely tanked, stout is full of barley. Knocking back just one pint of the stuff provides you with **12% of your daily fiber requirements,** helping digestion. In short, throw back a few and you'll shit as regularly as clockwork! Good to know.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 365 • NOVEMBER 2003

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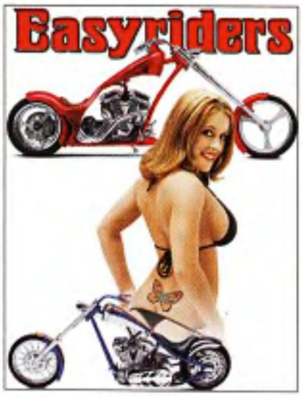

Eddie Trotta's Camel Bike by Michael Lichter. Blue chop by Don Rogers. Awesome Alyssa by Aaron Stevenson. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale November 11, 2003. **Printed in the USA.**

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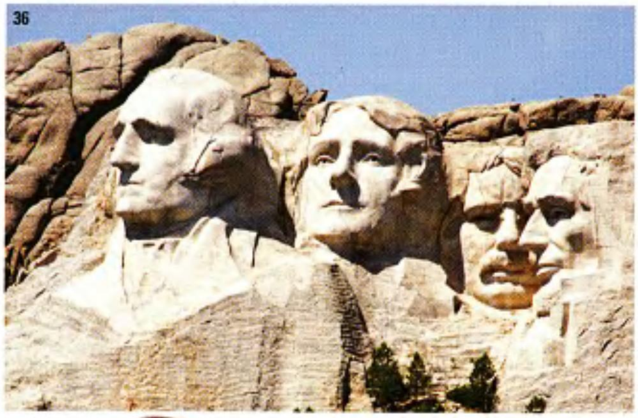
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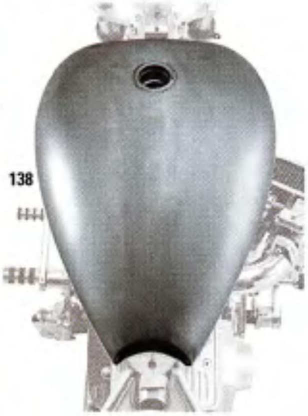
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Easyriders® magazine ISSN 0046-0990 Number 365. November 2003. Vol. 33. *Easyriders®* is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX (818) 889-1252. Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to *Easyriders®* Subscription Department: P.O.Box 50044, Boulder, CO 80322-0044, (800) 825-7294. One year: $39.95; two years $74.95 in the U.S. and its possessions. All foreign and Canadian orders, $15.00 per year (U.S. funds only). Single copy: $7.99. **POSTMASTER:** Send address changes to *Easyriders®*, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: *Easyriders®*, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX (818) 889-4726. Printed in the USA.

The Audit Bureau

The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations.

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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

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WordMonger

Ain't Whistlin' Dixie Response

Greg, ("Wordmonger," August issue) usually you are on the mark, but this time you missed the boat completely. The problem with Natalie Maines isn't what she said but where and when she said it. She has the right to freedom of speech (but we also have the freedom to boycott and not fund her or her band). The problem was where she said it, outside the United States at a time when we needed to show more unity than usual. And when she said it—just as our troops were going to war. She should have been supporting the men and women sent overseas to protect her freedom of speech, rather than trying to get some crowd applause. The applause she should want to hear is from the fighting men and women of this country.

Stumpy
Finksburg, Maryland

Real Titties vs Big Friggin' Tits

I agree with Bill Ferndale's recent letter ("Wordmonger," July issue) who wants real titties. I'm so tired of looking at D-cup implants, as they aren't the least bit attractive and are rarely well done. I would much rather look at real women, those with real breasts in the B- and C-cup range.

This brings me to the July "Fox Hunt." I liked the choices very much despite the fact that you recycled this group from an issue last year. But, true to form, you chose a D-cup implant instead.

Jake
North Dakota

Hold on Jake. We don't choose the Fox Hunt winners, our readers do and only one of those girls re-entered, which they are allowed to do.

Good Words For a Long Timer

Long-time rocker, rider, and radio personality Nick "Rooster" Titus who semi-retired this last year has been out there preaching the good words of motorcycle awareness and safety the last 20 years. He is always there to help raise money and gather toys and winter coats for runs for the needy; eight years on the radio playin' scooter tunes, ABATE and run news on the radio, no matter what his bosses said. He has always been a champion of the streets and the riding community.

Thanks for all your efforts, Rooster. Take care.

Mike, C.P., Moondawg
Keith, and Mongo - Cyberland

Cockroach Hoax

I read with interest your story ("Taking It Easy," August issue) about the cockroach eggs in the envelopes and that it was reported to CNN. They should have known this cannot happen.

This story has been circulating for as long as I can remember. I'm no expert, but I did live in Florida for 20 years. Roach eggs are way too big to be laid on an envelope flap. They might have found one somewhere along the line, but they're just too big not to be noticed—about an inch or two long—and they're brown (about the color of a Tootsie Roll.). Even the tiniest cockroach lays large eggs, not small enough to be inconspicuous on an envelope flap. And while it's true that they might like the glue used to seal envelopes, they like and will eat anything and everything. They'll even eat toenail clippings.

I just don't understand how this story can be credible. If you don't believe me or don't want to take my word for it, just ask an expert. They'll tell you that this is simply an urban legend that has no basis in fact.

Thanks for letting me vent because I've heard this story from a number of people and it's totally untrue. And shame on CNN for believing it.

Rachel
Cyberland

Gee Rachel, you sure know a lot about cockroaches.

What's It All About

I've been riding for about 33 years and reading your rag since issue No. 1 (still have most). I've watched the mag's progression over the years, and I don't particularly like where it's ended up.

Feature bikes have a common thread in just about every issue—a known builder or an advertisement for a new one. The letter from John T. Wilcher is rock bottom for you guys. He goes out and buys a new V-Rod, buys every imaginable aftermarket part to hang on it, and ends up parking it in his den. One-third of a page and nowhere does he say he actually rides this thing. John, get the damn thing out of the den and go ridin'. A little weather ain't gonna hurt it.

Come on, guys, back up a little and remember what this rag is supposed to be about.

Alan "Lucky" Goolsby
Lake Wales, Florida

Riding in Australia

Just returned from Australia and have started planning my next trip in three years time.

I'm getting quotes of +/- $3,000 and crating costs to send two bikes from Ft. Collins, Colorado, to Sydney, Australia. Is there anyone out there who has experience taking bikes to and from the land down under? Possibly destinations to see or avoid. You could be a past traveler, travel agent, or shipper. Any info would be greatly appreciated. (WILDCAT@aol.com)

Mike Gary
Colorado

True Brotherhood

Tuesday night in Laconia, I spent a bit of time in the beer tent groovin' to the tunes and drinking a few cold ones. Took a glance at my watch and figured it was time to head out for my hotel room. So I paced up and down the street until I found my ride (last time I paint a bike black). So I fired her up and off I go around the loop. I hit the light at the Broken Antler Saloon, and this guy pulls up beside me: "Hey, man, did you know your taillight is out?" Shit! I looked back and sure enough, it's darker than a whore's heart back there. So the guy yells at me over the sound of the straight pipes: "Hey, have you been drinking?" Shit again. I might just as well have "Arrest me" tattooed on my forehead. I asked if he might have an 1157 bulb stashed somewhere on his person. No such luck. So the light turns green and I made a left heading back towards downtown.

Lo and behold, I spot a vendor with the sign "Boogie Lights." The proprietor was just closing up shop, but I asked him, "Hey, man, with all this big fancy lighting, you wouldn't have a 1157 light bulb, would you?" He says no, but he might have one at his motor home. So we trek up to his home on wheels and he digs around in a side compartment. And what do you know?...He finds a bulb. Saved at last! Saved at last! Thank god almighty I'm saved at last! I reached for my wallet and the dude says, "Hey, man, don't sweat it. That's what the lifestyle's about, helping when it's needed."

So, Pete, my new-found friend, I owe you a beer. I'll happily pay up next year at Laconia. If anyone wants to spiffy up their scooter with neon lights, go find Pete, the Boogie Lights man. He's as solid as they come.

Smokin' Dug
Somewhere in Maine

That's what brotherhood is all about.

More Please

Wow, you guys have outdone yourselves bringing that beauty to the pages of the August issue on pages 98 and 99, that's something I'd love to own. The curves and motor on that thing look like they could hum all day long without missing a beat and keep you smiling. The colors and position of the ink makes me drool. This is the hottest I've ever seen in your rag. More please...of Paula, not the bike.

Road Rage
Philadelphia

Thanks man. We'll have Paula shaved and sent to your tent.

Too Many Beers

Your July issue was bitchin' except for the letter from some numbskull calling himself Sgt. Sam DeBeers, USN (Retired). He rattled on about being against the war in Iraq and how President Bush has caused the death of over 100,000 towelhead men, women and children (God bless him) and then showed that he's just some kinda big nut case because, unless I'm very much mistaken, there ain't no sergeants in the Navy! This guy must be yankin' your chain unless perhaps his "nickname" is "Sgt." like one of my Navy bros told me. Anyways, fuck 'em.

Road Rage
Philadelphia

Yeah, we got several letters from other servicemen telling us the same thing. Maybe Sam had a few of DeBeers before he wrote the letter.

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Central Coast
Cycles Santa Cruz

Show-Stopping Stingray

NOT JUST YOUR FATHER'S SON'S WET DREAM

The idea of putting a motor into a bicycle is just about as old as, well, motors and bicycles. And that's basically what we have here: a Schwinn Stingray with a motor in it, the wet dream of many a youngster back in the '60s and '70s. Well, something like that, anyway.

Scott Long, owner of and head wrench at Central Coast Cycles in Santa Cruz, California, was evoking a lot of people's childhood memories when he built this Stingray Pan, as he calls it. Speaking from a hotel in Billings, Montana, on his way to Sturgis, Scott confirms this claim by saying, "Yeah, it's kind of styled after a bicycle. Like, if you look at the seat, I did it kind of like the old banana seats."

The seat isn't the only thing reminiscent of yesteryear's dreams. The Paughco frame, which took Scott and his crew of three (John Beck, Harry Curnoyer, and Johnny "Chop" Vasko) some 25 hours to modify, bears an uncanny likeness to those of the old pedal pushers, especially with the support struts running from the frame's spine to the downtubes.

The big difference lies, of course, in the motor. This is not a simple lawn mower motor. Based on STD cases and heads, it also boasts S&S flywheels, pistons, rods, pistons, and chromed barrels. Try putting that in your old Schwinn!

Aside from the Stingray, Scott's main theme had more to do with the old "'60s-era outlaw bikes that used to ride around in the Bay Area all the time, up in Oakland and Frisco. You know, small, tight, narrow, no extra stuff on it, just fast and happy," he explains.

Scott feels that the scoot is "a little over the top the way I did the frame and some of the other stuff, but it is along the lines of what you used to see out there in the '60s, before all the long front end crap started."

Everything, by the way, was done at Central Coast, except the polishing and the chroming, and that "everything" includes a lot of one-off fabrication and metalworking. "There's a lot of hidden tricks in the bike and the more you look at it, the more you discover," Scott says.

Among those one-offs are, for instance, "a set of upside-down Z-bars for handlebars with the Schwinn Stingray metal flake grips. The front brake lever is made out of a wrench. The top motor mount has a solo Bates spring in it to draw some attention away from the other stuff," Scott explains. "Of course, the plug wires are covered in leopard skin…the way the gas tank flows on the bike…."

Furthermore, the forks are off of a Mid Glide Harley that "we trimmed and cut the trees down and re-chromed. We cut all the brackets off on the lowers and cut 'em 4 inches. The front wheel also has a 3-inch mini-hub in it, which you used to get back in the '60s," he says. "That's really just to hold yourself on a hill, to use your jockey shift. Cause where we live, there's lots of hills."

Even the rear disc brake has an old-style banana caliper.

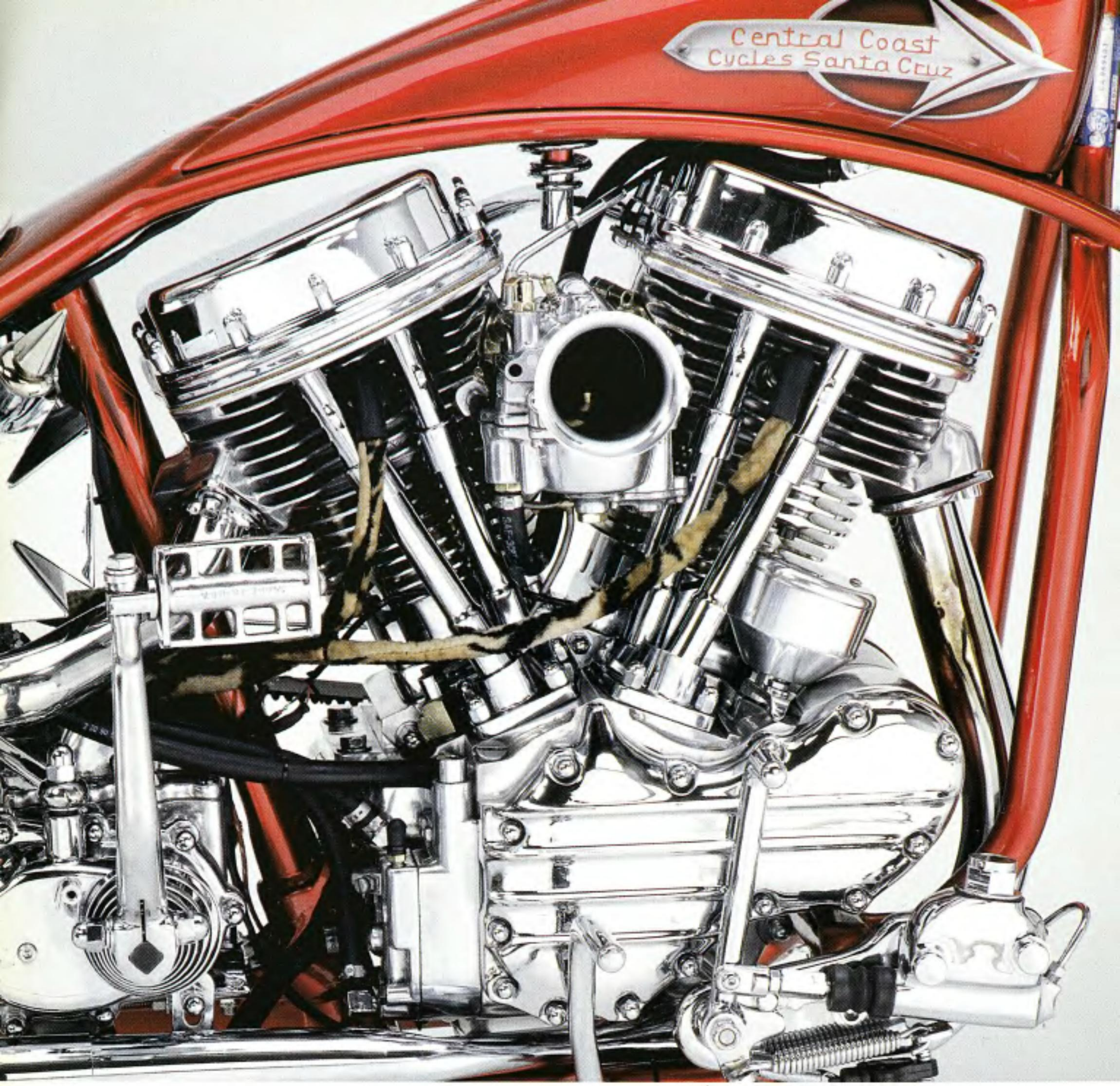
The paint was done by Johnny Chop, while the pinstriping and graphics were handled by Scott's buddy Josh, who works under the name of Greedy Fly Grafix in nearby San Jose. He specializes in flames for Harleys and cruisers, with a hot rod tossed in here and there. "Like with all show bikes," he laughs, "this one was done in an awful hurry…gotta have it done by Friday!"

"For us, the highlight of building the bike was when we entered it into the Easyriders Bike Show in Sacramento and the reaction of the people who saw it and said 'that's a sick motherfucker.' That's exactly the kind of reaction I was looking for," Scott beams. "Something that didn't look like anything else in the place."

Replete with Frisco-style pegs and sissybar, CCC's Stingray does more than not look like anything else or bring back memories, it also points the way to the future, at least CCC's future. "We also just started making our own product line, which can be seen on our Web site. Of course we have a full machine shop and a dyno and all the equipment necessary to do one-off products and one-off bikes," Scott emphasizes.

For more info call Scott at 831-476-3901, or visit www.centralcoastcyles.com.

—Red Baron



Owner: Scott Long
City: Santa Cruz, California

General
Fabrication: Central Coast Cycles
Year and make: 2003 Special Construction
Model: Stingray
Assembly: Central Coast Cycles
Time: 2 1/2 months
Chroming: Mectec

Engine
Year and model: 2003 pan
Rebuilder: Central Coast Cycles
Ignition: Mallory
Displacement: 89 cubic inches
Lower end: S&S
Balancing: Central Coast Cycles
Pistons: S&S
Cases: STD polished
Heads: STD
Cam: 0.600 Andrews
Lifters: solids
Carb(s): S&S
Pipes: CSI

Transmission
Year: 1965 Harley-Davidson
Shifting: 4-speed

Paint
Molding: Central Coast Cycles
Painter: Johnny Chop
Color: silver flake/curly red
Type: House of Kolor
Special paint: Josh

Frame
Year: 2001
Builder: Paughco/CCC
Type: wishbone rigid
Rake: stock
Modifications: too many

Accessories
Bars: Custom Z by CCC
Risers: CSI
Handlebar controls: custom CCC
Fender(s): Chica/CCC
Headlight: cop spots
Taillight: Limp Dick
Speedo: air speed
Front Pegs: Central Coast Cycles
Electrics: Central Coast Cycles
Gas tank: Central Coast Cycles
Oil tank: Central Coast Cycles
Oil system: S&S
Seat: Corbin
Grips: metal flake Stingray

Forks
Type: Harley-Davidson
Extension: 4 inches
Builder: Central Coast Cycles
Modifications: turned legs and trees

Wheels

Front
Size: 18 inches
Hub: CCI
Tire: Avon
Brake: drum

Rear
Size: 16 inches
Hub: CCI
Tire: Avon
Brake: Juice

Photos: Mike Chase

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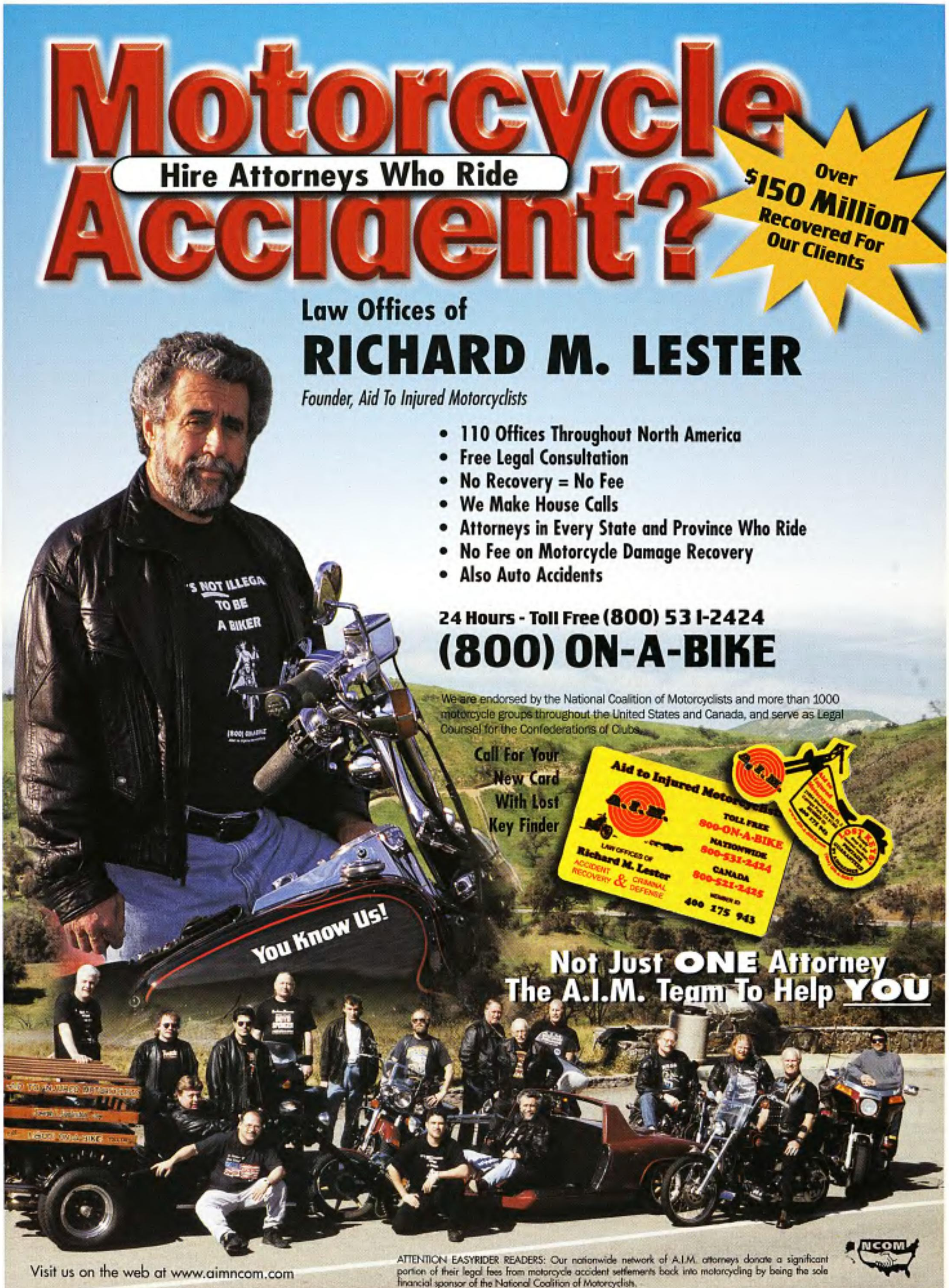
©2002 H-D. Shown: Men's Fastback Leather Jacket 98135-03VM.

"He loves watching nature shows. Watching little insects have sex makes him horny."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NCOM

PartsBox

Multi-Tool for Harleys Packs 13 Tools Into a 9-Ounce Unit

CruzTOOLS' Outback'r, their new compact folding tool set for Harley-Davidson motorcycles, is now available.

A fold-up housing contains three hex keys (5/32-, 3/16-, and 1/4-inch), two Torx keys (T25 and T27), slotted and Phillips screwdrivers, a socket driver with 3/8-, 7/16-, and 1/2-inch sockets, 12-point, 10mm box wrench for battery terminals, 9/16-inch open-end wrench, and spoke wrench. With the exception of the three sockets, all pieces are permanently attached to the tool. When any given tool is being used, the others can be folded into the housing, which can be used as a handle over a range of angles. All tools are heat-treated chrome vanadium or carbon steel, and manufactured to precision tolerances. The unit measures only 3.5 inches long, and weighs 9 ounces. It retails for $19.95.

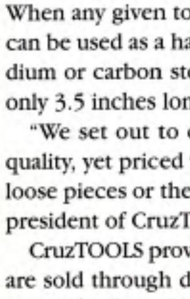
"We set out to design a compact multi-tool with lots of functionality and high-quality, yet priced within reach of all budgets. In addition, we wanted to avoid small, loose pieces or the need to combine parts in order to function," explained Dan Parks, president of CruzTOOLS. "The Outback'r has clearly exceeded our expectations."

CruzTOOLS provides quality tools and accessories to the powersports industry, which are sold through dealers and distributors internationally. Please contact CruzTOOLS 209-536-0491, toll-free 888-909-8665 or visit their Web site at www.cruztools.com.

Headwinds Custom Headlights Now Available for V-Rods

You can now mount any of Headwind's headlights on your Harley-Davidson V-Rod. Headwinds, a leading designer and manufacturer of custom headlights, tells us they have developed a unique, billet aluminum mounting system that consists of an upper tree face-plate that covers the original headlight mounting slot, a 2-part mounting base that covers the rough finish of the lower tree casting, and a headlight mounting block.

Contact Headwinds at 626-359-8044 ext. 5701, or log to www.headwinds.com.



New Video Reveals How to Build a Custom Motorcycle and Save Thousands of Dollars

Building your own custom bike or assembling a bike-in-a-box kit is not a decision to be taken lightly. You may have heard horror stories from people who have jumped into a bike-building project only to find themselves "over their head."

Many bike-in-a-box kits and rolling chassis packages provide all the necessary hardware, and yet, most people end up confused and frustrated because they don't know or are not aware of the most important, yet little-known tricks to successful completion of a bike-building project.

A recently released, nine-volume instructional video program is intended to reveal to the viewer the same proven techniques and strategies the show-winning professional motorcycle builders use.

The makers of the video tell us that watching these information-packed tapes will give you an up close, realistic view of the complete building process from the early mock-up stage all the way through to start up and riding down the road.

To learn more about this program, visit www.custombikebuildingsecrets.com.

Redneck Conversion Frame and Body Kit for Buells and Sportsters

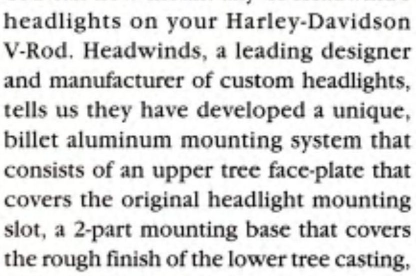
Redneck Engineering now produces a frame that was designed specifically for the Harley-Davidson Sportster and Buell bikes. Featuring its trademark design, the custom rigid frame is built to accommodate a 200- or 250-series rear tire. It is also designed to use all stock Sportster or Buell powertrain, belt, rear pulley, brakes and front end components.

The frame kit includes frame, oil tank, hidden fork stops, rear wheel axle, axle covers and battery tray.

The frame and body kit goes one step further and also includes frame kit, pre-mounted, late-model sporty tank with flush, bottom mounts, pre-mounted rear fender, and seat pan.

The frame is available in two styles: the "Lowlife" streetfighter model and the "Getting High" chopper design.

Call Redneck at 864-843-3001, or go to www.redneckengineering.com.

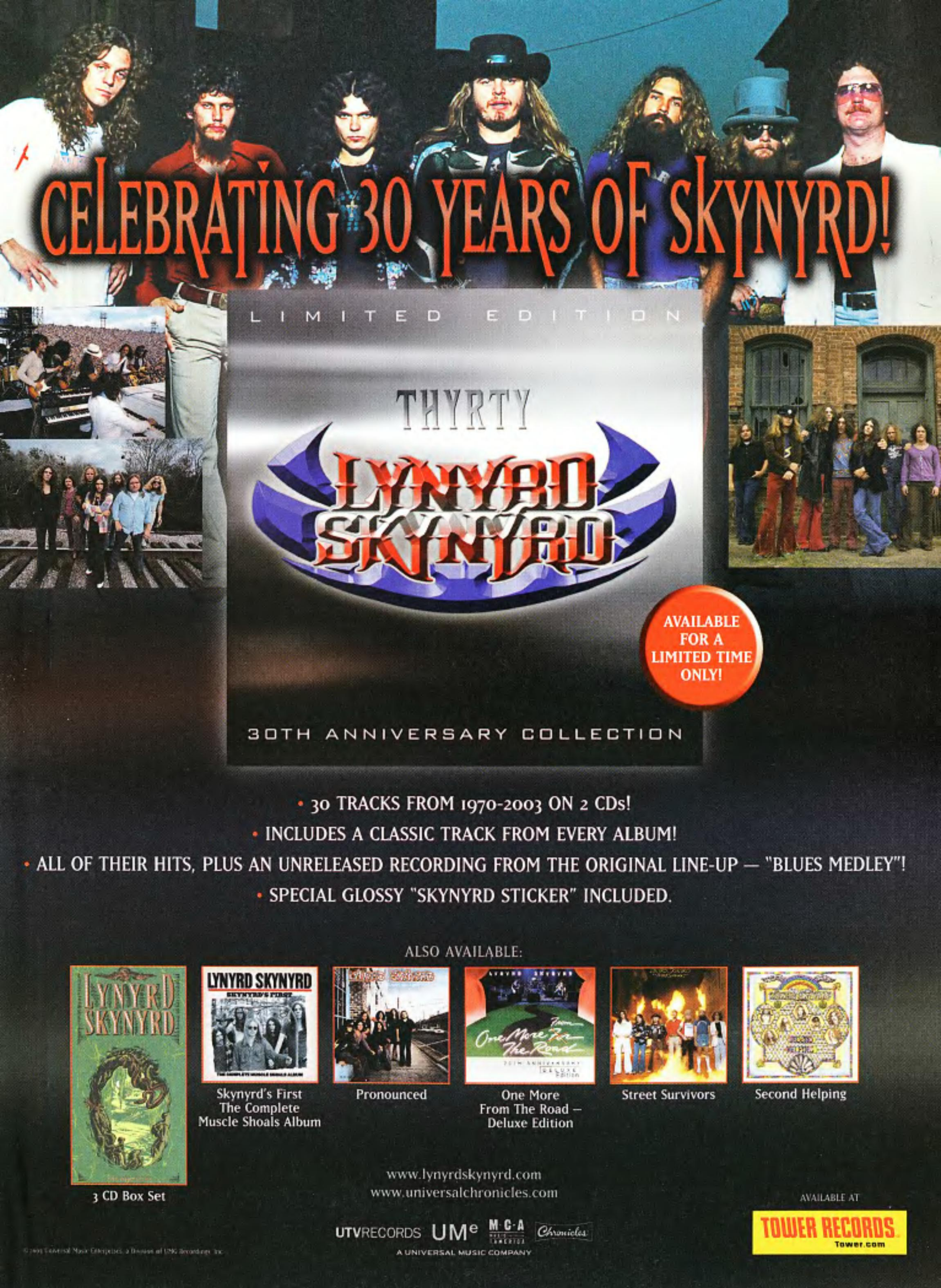


Öhlins Shock Absorbers for Post-2000 Harley Softails

Öhlins shock absorbers are now available through Drag Specialties. They feature superior engineering, construction and materials, the company says, to produce the best-quality shock absorber available for your Softail. Shock bodies are precision-drawn steel for strength. Springs have a chrome silicone construction and can be rebuilt for years of peak suspension performance. The shock length is adjustable and may be lengthened up to 12mm (approximately 1/2-inch) to lower the height of the bike.

The Öhlins shock absorbers also feature convenient, OEM-style spring pre-load adjustment with external adjusters for compression and rebound damping that allow a wide range of settings for optimal suspension performance. Ohlins shocks for post-2000 Softails retail at $1,313.95.

Click on www.dragspecialties.com or see your Drag Specialties dealer.



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JOHN LISENBY DID IT ALL HIMSELF

Home Brew

Hard as it might be to believe, John Lisenby built this bike right in his own garage. Okay, he had some help from a few buddies, but after a few years hanging out in motorcycle shops he obviously picked up a few tricks himself. The attention to detail on this chop, all over it, is pro quality; even the jackshaft for the final drive (more on that later), a piece that's mounted low on the bike and hidden behind panels, is chrome plated. John didn't miss a trick.

Actually, John's been collecting parts for this bike and thinking about it and planning for it since way back in '97, when he bought the engine. By April of last year he'd gathered together just about everything else he needed and "got serious about assembling it all." How serious? Try this: John built the frame right in his own garage. He fab'ed up a frame table, bought a neck and propped it up where he thought it should go, then started welding tubes together.

He tacked the frame right to his table as he built it, so it wouldn't move around on him, "And when I was all done I just cut it free and away we went."

Ambitious, huh? That's not the half of it. Besides building the frame, John built the handlebars, he did all the bodywork, and he designed and fabricated the jackshaft drive, a system that allows the engine and trans to stay center-mounted. The jackshaft, chain-driven off the transmission, switches to a pulley and belt for the final drive. It's the offset. And in a little bit of extra trickery (and to keep that mega-spoked rear wheel open for viewing—it's a custom Euro-design 320-spoker), the rear brake is mounted right on that jackshaft.

Speaking about brakes, John's hidden all the lines to the front disc, too, using a single pedal to operate both binders, front and rear. Keeping things totally clean up on the bar, John even worked up his own twist-grip clutch. No lever.

Told you this was an ambitious project.

Obviously, this pearl tangerine rigid isn't John's first attempt at a custom, "But it's the most extreme one I've ever done," he says. No kidding.

With each bike built (John's got about a half-dozen under his belt), he's gotten a little more involved in the process. He started out by just adding accessories to some stock Harleys, progressing into serious bodywork and engine building, and then moving right into what we see here—a bike built from the frame up, including building the frame.

While outwardly clean and old-school simple, there's some real innovation at work, too. Notice the lack of mirrors? That doesn't mean John can't see what's going on behind him. Check out that little video screen mounted low on the tank, frenched in right in front of the seat. That's the rearview "mirror." It displays a full-color scene picked up by a tiny lipstick camera mounted into the tail of the bike. It's RV/high-end auto equipment.

The wheels are special, too. They came from Custom Cycle Creations, in Carlsbad, California. European-designed and manufactured, the rear wheel is that aforementioned 320-spoke model, the front a 120-spoke version. They were

plain stainless steel when John got them. He disassembled everything, had it all chrome plated, and then had to search for a year to find someone willing to take on the job of reassembling all those spokes. Can ya blame them?

Powering all this is a Patrick Racing 120-incher, coupled with a Harley FLT trans filled with Andrews gears. John chose that trans for its oil-tank capacity, allowing him to eliminate a standard oil bag and gain room under the seat. "And the whole world is underneath that seat," John says. This bike looks like it doesn't have enough parts on it to make it run, and that's because John went to great trouble to hide everything. The battery and ignition system is under the seat, the controls for a remote-start system and the brains for the rearview TV are down there, the voltage regulator is there, so is the clutch master cylinder and two electronic petcocks—not to forget that whole jackshaft assembly. It's all hidden behind a neat body panel.

John even went to the trouble of machining a keyway in the steering stem to accept the wires running to the headlight, totally concealing them. About the only thing he didn't make was the gas tank. "I was a little hesitant about tackling that job," he says, "so I picked one up from Paramount Custom Cycle." All told, John figures he worked on the bike about 10 months, total.

"And people don't believe this bike actually runs," John tells us. Understandable. It looks too clean, too simple. "But I can assure you everything's there, everything's totally functional." And it all happened in a three-car home garage.

—Joe Kress

Owner: ....John Lisenby
City: ....San Clemente, California
General
Fabrication: ....owner
Year/make: '03 Special Construction
Model:................................chopper
Assembly: ....owner
Time:..............................10 months
Chroming: ..Orange County Plating
Engine
Year:..2003
Rebuilder: ....Patrick Racing
Displacement:......120 cubic inches
Cam:........................Patrick Racing
Carb: ....Mikuni 48mm

Pipes: ....owner
Transmission
Year/make: ..2003 Harley-Davidson
Painting
Molding: ....Soncy Road
Painter: ....Mark Warrick
Color: ....pearl tangerine
Type: ....urethane
Special paint:........by Mark Warrick
Frame
Year/make: ....2003 chopper,
Type: ....rigid
Rake: ....54 degrees
Stretch:........................7 inches up, 1 1/2 inches out

Accessories
Handlebar: ....owner
Risers: ....owner
Handlebar controls: ......internal, by owner
Fenders: ....owner
Headlight: ....Radiantz
Taillight: ....Radiantz
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Billet 4 U
Gas tank: ....Paramount Custom Cycle
Oil tank: ....in transmission
Seat: ....High End

Mirrors:.............................TV screen
Grips: ....Paul Yaffe Originals
Front End
Type: ....Spyke, 26-over
Builder:..................................owner
Wheels
Make:..........................Euro-design, 320-spoke rear, 120-spoke
Front
Size: ....21 x 2.25 front; 17 x 7 rear
Tires: ....Metzeler front; Dunlop rear
Brakes:.............................modified Performance Machine
Photos: ....John Wycoff

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E-mail ______

Happenings

ALASKA
Thanksgiving Food Drive
Date: Nov. 8
Place: Rainbow, Kenai
Info: 907-283-2655

Veteran's Day Appreciation
Date: Nov. (TBA)
Place: Fairbanks
www.abateofalaska.net

Thanksgiving Food Drive
Date: Nov. 8
Place: Rainbow, Kenai
Info: 907-283-2655

Santa's Clearing House Fundraiser
Date: Dec. (TBA)
Place: Fairbanks
www.abateofalaska.net

WOW Christmas Party
Date: Dec. (TBA)
Place: Anchorage
Info: 907-333-0854

Toyz-4-Totz Drive
Date: Dec. 6
Place: Soldotna
Info: 907-283-2655

Christmas Charity Ball
Date: Dec. 6
Place: Valley ABATE
Info: 907-376-8435

ARIZONA
Rocky Point Rally
Date: Nov. 7-9
Place: Phoenix/Sonora
Info: 888-412-8339
www.rockypointrally.com

Prescott Toy Run
Date: Nov. 29
Place: Prescott
Info: 480-987-8851

Parker's Toy Run
Date: Nov. 30
Place: North of Parker
Info: 928-669-6735

Globe Toy Run
Date: Dec. 6
Place: Miami to Globe
Info: 480-854-3375; 480-997-8851

W. Steven Martin Police Toy Run
Date: Dec. 14
Place: Pinal County FGs
Info: www.cyclequest.com

Kicks for Kids Toy Run
Date: Dec. 7
Place: Glendale H-D
Info: 623-825-4268

CALIFORNIA
Love Ride 20
Date: Nov. 9
Place: H-D Glendale
Info: 818-246-5618 ext. 7
www.loveride.org

Toy Run Benefit
Date: Nov. 15
Place: Chino
Info: 909-593-6330

Manna Run
Date: Nov. 23
Place: Rock Store
Info: 805-496-0323

Cycle Show & Swap Meet
Date: Nov. 23
Place: Long Beach Vets Stm
Info: 714-557-1846
www.toppingevents.com

Annual Toy Drive
Date: Nov. 29
Place: Stockton
Info: btw-trikers.org

Happenin' HQ Toy Run
Date: Nov. 30
Place: Lancaster
Info: 661-947-3734
www.alleygl.org

Canned Food Drive
Date: Dec. 6
Place: Whiskey Creek Saloon, Hollister
www.tophatters-mc.com

MMA Annual Toy Run
Date: Dec. 7
Place: Griffith Park
Info: 818-363-2289

Annual Toy Run
Date: Dec. 7
Place: Ontario Elks Lodge
Info: 909-986-3603; 909-985-4095

ABATE Toy Run
Date: Dec. 14
Place: Burbank
Info: 818-344-4656; 818-244-9898

Tijuana Toy Run
Date: Dec. 14
Place: Chula Vista
Info: 619-420-7000
www.southcoastharley.com

COLORADO
ABATE Highway Cleanup
Date: Nov. 1
Place: Trout Creek Hwy
Info: 719-395-0360

ABATE 11 Christmas Party
Date: Dec. 6
Place: Johnson Village VFW
Info: 719-395-0360

Christmas Party/ Toy Drive
Date: Dec. 6
Place: ABATE, Crystola Inn
Info: 719-684-9775

Children's Hosp. Toy Run
Date: Dec. 7
Place: Littleton
Info: 303-703-2885
www.rmh-d.com

Annual Toy Drive
Date: Dec. 13
Place: Parker
Info: 303-840-0972

ABATE Toy Give-a-way
Date: Dec. 13
Place: District 12
Info: 719-684-9775

DELAWARE
Toy Run
Date: Nov. 1
Place: ABATE New Castle
Info: www.abateofde.com

Home Run
Date: Dec. 7
Place: ABATE Kent County
Info: www.abateofde.com

FLORIDA
Ride for Kids
Date: Nov. 2
Place: Dunnellon
Info: 800-253-6530
www.ride4kids.org

Florida State HOG Rally
Date: Nov. 20-22
Place: Clermont
Info: 352-383-8673
www.flstatehogrally.com

GEORGIA
State HOG Rally
Date: Oct. 30-Nov. 1
Place: Savanna
Info: 888-GA-HOGSS
www.gastatehogrally.com

ABATE Swap Meet and Motorcycle Show
Date: Nov. 2
Place: Atlanta
Info: 404-294-8900

ABATE Toy Run
Date: Nov. 8 (tentative)
Place: District 1
Info: 706-695-9064; 706-602-4702

Old Dude Toy Run
Date: Nov. 8
Place: ABATE District 2
Info: 770-297-1598; 770-531-9269

Annual Blythe Biker Blowout
Date: Nov. 8
Place: ABATE District 8
Info: 706-592-1015

Gus Singleton Memorial Toy Run
Date: Nov. 16
Place: Atlanta
Info: 404-294-8900

Toy Run and Food Drive
Date: Nov. 22
Place: ABATE District 13
Info: 229-271-1570

Mike's Annual Christmas Toy Run
Date: Nov. 30
Place: Mike's Custom Cycle
Info: 706-444-5838

Christmas Parade
Date: Dec. 4 (tentative)
Place: ABATE District 1
Info: 706-695-9064; 706-602-4702

Christmas Parade
Date: Dec. 4
Place: Ashburn Turner
Info: 229-271-1570

Catoosa County Toy Run
Date: Dec. 6
Place: Fort Oglethorpe
Info: 706-861-0313

Toys for Tots Toy Run
Date: Dec. 7
Place: Augusta area
Info: 706-592-1015; 803-442-3877

Toy Ride
Date: Dec. 3
Place: ABATE District 3
Info: 770-974-9317

West Toy Run
Date: Dec. 14
Place: ABATE District 4
Info: 770-436-0823; 404-663-2392

IDAHO
ABATE Toys for Tots Run
Date: Nov. 1
Place: Kootenai ABATE
Info: 208-683-1604

ICMS Can Dance/ Annual Membership Meeting
Date: Nov. 15
Place: TBA
Info: 208-939-4415

ILLINOIS
Walneck's Motorcycle Swap Meet
Date: Nov. 23
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097

Chicagoland Toys for Tots Parade
Date: Dec. 7
Place: Chicago
Info: 773-866-TOYS
www.ChicagolandTFT.org

INDIANA
Toys for Tots
Date: Nov. 1
Place: Porter Co.
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 1
Place: ABATE Region 11
www.abateofindiana.org

ABATE Toys for Tots
Date: Nov. 8
Place: ABATE Laporte Co.
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 8
Place: ABATE Region 9
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 9
Place: ABATE Kosciusko
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 6
Place: ABATE Marshall Co.
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 6
Place: ABATE Lake Co.
www.abateofindiana.org

ABATE Toys for Tykes
Date: Dec. 6
Place: ABATE Region 13
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 7
Place: ABATE Fulton Co.
www.abateofindiana.org

ABATE Toy Run
Date: Dec. 7
Place: ABATE Tippecanoe
www.abateofindiana.org

ABATE Toy Run
Date: Dec. 7
Place: ABATE Warrick Co.
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 13
Place: ABATE St. Joseph
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 13
Place: ABATE Jasper/Newton Co.
www.abateofindiana.org

IOWA
Christmas Party/Meeting
Date: Dec. 7
Place: TBA
Info: www.abateiowa.org

KANSAS
District 3 Toy Run
Date: Nov. 29
Place: Independence
abateofksdistrict3.com

Toys for Tots
Date: Nov. 30
Place: Orscheln / Remmingtons
Info: abatedistrict4.com

Wichita Toy Run
Date: Nov. 2
Place: Wichita (District 8)
Info: www.abateks.org

Cowley County Toy Run
Date: Nov. 8
Place: ABATE District 8
Info: www.abateks.org

Reno County Toy Run
Date: Nov. 8
Place: ABATE District 8
Info: www.abateks.org

Toys for Tykes Toy Run
Date: Dec. 7
Place: Leavenworth
Info: www.abateks.org

LOUISIANA
Steel Pony Express VI
Date: Oct. 23-26
Place: New Orleans
Info: 877-991-RIDE (7433)
steelponyexpress.com

Magnolia School Toy Run
Date: Dec. 14
Place: Avondale Truck Stop
Info: 877-261-2258
www.abateoflouisiana.org

MAINE
UBM Haunted House
Date: Oct. 24
Place: Dover-Foxcroft
Info: 207-695-2457

UBM Halloween Dance
Date: Oct. 24
Place: Machias
Info: 207-454-8116

UBM Halloween Party
Date: Oct. 25
Place: Jay
Info: 207-562-9017

Annual Halloween Party
Date: Oct. 25
Place: Turner
Info: 207-225-2638

IHMC Open Season Party
Date: Nov. 1
Place: Sangerville
Info: 207-683-2354

Shotgun Boogie Hunters Ball
Date: Nov. 14
Place: Guilford
Info: Al 207-695-2457

SMC Thankgiving Bash
Date: Nov. 15
Place: Waterville
Info: www.smc.org

Bath Annual Christmas Parade
Date: Nov. 29
Place: Bath
Info: Mac 207-882-9301

Annual Christmas Party
Date: Dec. 6
Place: Lewiston
Info: 207-784-4355

UMB Piscataquis Christmas Dance
Date: Dec. 12
Place: Guilford
Info: Al 207-695-2457

MARYLAND
Haunted House Trip
Date: Nov. 2
Place: Carroll ABATE
Info: 410-876-2778;
www.abate-of-maryland.org

Brunswick Parade
Date: Nov. 3
Place: Carroll County ABATE
Info: 410-876-2778
www.abate-of-maryland.org

ABATE Turkey Run
Date: Nov. 8
Place: Anne Arundel County
Info: 410-935-7187
www.abate-of-maryland.org

Annual ABATE Chili Cook-off
Date: Nov. 16
Place: St. Mary's County
Info: 301-884-0267
www.abate-of-maryland.org

Brookhaven Toy Run
Date: Dec. 6
Place: Brookhaven
www.abate-of-maryland.org

Annual ABATE Christmas Dinner
Date: Dec. 12
Place: St. Mary's County
Info: 301-884-0267
www.abate-of-maryland.org

Springfield Hospital Ride
Date: Dec. 14
Place: Carroll County ABATE
Info: 410-876-2778
www.abate-of-maryland.org

MISSISSIPPI
Toys For Tots M/C Run
Date: Nov. 25
Place: Cycle Barn, St. Louis
Info: 228-392-1801
www.asgardmc.com

Natchez Toy Run
Date: Nov. 30
Place: Ferriday, LA to Natchez
Info: 601-567-0086

Brookhaven Toy Run
Date: Dec. 6
Place: Brookhaven
Info: 601-833-6215

MISSOURI
Annual Branson Toy Run
Date: Nov. 2
Place: Lodge of the Ozarks
Info: 417-334-0775

MONTANA
HOG Toy Run
Date: Dec. TBA
Place: Billings
Info: www.roaddogs.org

Lorn "Truck" Tysver Memorial Holiday Jam
Date: Dec. 5
Place: 17 Club, Billings
Info: www.roaddogs.org

Toy Run, Billings
Date: Dec. 7
Place: Northside Fire Station, Billings

NEW MEXICO
NMMRO Poker/Toy Run
Date: Nov. 16
Place: Check Web site
Info: abateofnm.org

Annual Rio Rancho Toy Run
Date: Nov. 23
Place: Rio Rancho
Info: 505-792-3207
abateofnm.org

NEW YORK

Annual Toy Run
Date: Nov. 16
Place: Staten Island Biker's Association
Info: 718-496-4220

Toys for Kids Run
Date: Nov. 29
Place: Moroney's H-D, New Windsor
Info: 516-827-1424

OHIO

ABATE Toy Run
Date: Nov. 8
Place: Franklin County
Info: www.region9 abateofohio.com

Christmas Party
Date: Dec. 6
Place: ABATE/CMRO Region 8
Info: 330-453-1189

Christmas Party
Date: Dec. 13
Place: ABATE Warren Co.
www.region5abate.com

ABATE Christmas Party
Date: Dec. 13
Place: Madison County
region9abateofohio.com

OREGON

ABATE Toy Run
Date: Nov. 8
Place: Franklin County
region9abateofohio.com

ABATE Toy Run
Date: Nov. 15
Place: Hillsboro
Info: 503-648-1877

ABATE Swap Meet
Date: Nov. 16
Place: Portland
Info: 503-258-4329

True Apostles Toy Run
Date: Nov. 22
Place: Columbia H-D
Info: 360-254-5181; 360-882-7821

Shriner's Toy Run
Date: Dec. 6
Place: Astoria
Info: 503-771-0188

ABATE North Coast Toy Run
Date: Dec. 13
Place: Astoria
Info: 503-325-6686
www.abateoforegon.org

Salem Toy Run
Date: Dec. 14
Place: Salem
Info: 503-371-7550

Eugene Mission Christmas Benefit Run
Date: Dec. 14
Place: Eugene
Info: 541-746-7836

ABATE South Coast Toy Run
Date: Dec. 14
Place: ABATE South Coast
Info: 541-888-8081

PENNSYLVANIA

Annual ABATE Toy Run
Date: Nov. 2
Place: Children's Hospital of Philadelphia
Info: 610-449-RIDE
delawarevalleyabate.org

Motorcycle Extravaganza
Date: Nov. 15-16
Place: York County Fairgrounds
Info: 717-848-2596
www.cycleprousa.com

SOUTH CAROLINA

Rettew Run
Date: Nov. 8
Place: Greenville County ABATE
Info: 864-244-7899

Annual Thanksgiving Turkey Rally
Date: Nov. 26-30
Place: North Myrtle Beach
Info: 843-365-2699

Annual Toy Run
Date: Nov. 30
Place: Lowcountry ABATE, Charleston
Info: www.abatasc.com

Toy Run
Date: Dec. 7
Place: Greenville County ABATE
Info: 864-244-7899

TENNESSEE

Annual Veterans Hospital Fundraiser
Date: Dec. 6-7
Place: Mugs Pub, LaGrange
Info: 901-372-3556; www.mugspub.com

TEXAS

Annual Boo Run
Date: Oct. 25
Place: Jefferson
Info: 903-935-6005
www.boobenefit.org

Blue Knights Big Bend Toy Ride
Date: Nov. 8
Place: Marfa
Info: 915 729-4497

For The Kids Toy Run
Date: Dec. 7
Place: Sherman/Denison
Info: www.forthekids texas.com

UTAH

Sub For Santa
Date: Dec. 14
Place: SLC ABATE Barbary Coast
Info: 801-973-0825

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45	$8.79	$11.46	$18.59
50	$11.81	$16.28	$25.59
55	$16.10	$23.10	$42.88
60	$23.19	$34.48	$67.59
65	$32.59	$56.53	$113.31

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Industry News

What Has ABATE Done For Me?

Years ago I was very much into playing with the kind of cars that really didn't belong on the street. I worked at a speed shop selling parts to people like me. A good many of those parts carried a number issued by the California Air Resources Board (CARB). It was up to the parts manufacturer that the specific part "did not" create an increase in tailpipe emissions. This involved a rigorous testing process at a cost of nearly $100,000 per part, per application in the early 1980's money.

There used to be millions of dollars spent on goodies for the enthusiasts. Today, entire companies that produced these parts are no more. My point? That's what the EPA has in store for the motorcycle industry.

We've been spoiled living in Colorado. We're one of the three states with no helmet laws whatsoever; we already have legislation that prohibits insurance companies from discriminating against us. Drag bars or apes...no matter it's your choice not the whim of someone that can't tell a Gold Wing from an FXR. We have freedom of choice on issues riders in many states only dream about and pursue with single-minded determination. However, the tide can turn any day. Already we are seeing an increase in noise violation tickets (400-plus in May in Colorado Springs alone).

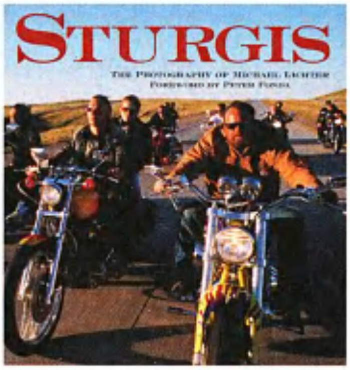
What has ABATE done for me? Ask those celebrating in Pennsylvania; ask those in 19 states that are denied freedom of choice; ask someone who thought he/she had insurance. The EPA thought they would enact new regulations and it would be a cake walk—it always has been before—but they had never dealt with the likes of ABATE, the MRF, Riders for Justice and a host of others. In the halls of Congress they call us the "black leather coalition." We are strong, we are united, we are focused and we have some major challenges ahead of us.

What has ABATE done for me? Better yet, what have *you* done for ABATE?

—Wes Daubert, District 2 Rep., ABATE of Colorado

Motorcycle Art

A Better Sturgis Photo Album There Aint! — It's the Photography of Michael Lichter



Remember Sturgis? Want to really remember it? Well, there's nothing like a photo album to jog the ol' memory. And there's probably no better Sturgis photo album on the planet than ace-photog Michael Lichter's latest offering, *Sturgis: The Photography of Michael Lichter*.

Michael's been shooting the Sturgis Rally and Races in South Dakota since the late-1970s (and for *Easyriders* magazine since 1981) so you can imagine the number of exciting photos he's amassed, and the most recollection-provoking 125 are packed into this 168-page glossy book. Photos range from electrifying action to moody and reflective; from colorful custom scoots all in a row to old black-and-white hillclimb shots—and everything in between.

"After 20 years of participating in and photographing the rally," Michael writes, "I have seen it change just as I have seen myself change. I was younger and wilder, just as the rally was. We were both naïve and a little less worldly. The town outgrew its geographic boundaries years ago so that it is no longer a town, it is a phenomenon."

The importance of this slice of two-wheeled history is evidenced in the intimate forward by Mr. *Easy Rider* himself Peter Fonda and in the introduction by *Easyriders* magazine Editor-in-Chief Dave Nichols. Dave, who has worked and ridden with Michael Lichter for years, offers the reader an insight into the artist himself: "The man who took all the stunning photographs in this book will do absolutely anything to capture the magic of the motorcycle Mecca known as Sturgis." Believe it!

Sturgis: The Photography of Michael Lichter, $29.95, from MBI Publishing Company is now available in bookstores everywhere, through Classic Motorbooks. Call 800-826-6600, or send an e-mail directly to Erica Kritsberg at ekritsberg@motorbooks.com. Check out the Web site at www.motorbooks.com

—Nomad

Want to get a taste of the kind of quality Sturgis photography we're talkin' about? Check out our coverage of the 2003 Black Hills Classic as seen through Michael's lens beginning on Page 36.

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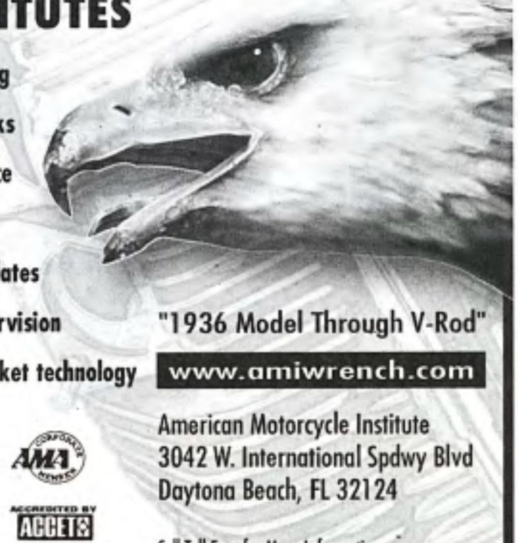

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Coast to Coast

Biker News

PENNSYLVANIA HELMET FREEDOM!: CONGRATS to ABATE of Pennsylvania and Keystone State motorcyclists, who scored a monumental victory over the Independence Day Weekend when Governor Edward G. Rendell signed a helmet law repeal on July 6, 2003, making Pennsylvania the 31st state to allow adult freedom of choice.

Effective September 4, 2003, riders 21 and older who have had a motorcycle license endorsement for at least two years, or have completed a motorcycle safety course, will have the freedom to decide when and where to wear a helmet. Passengers must wear a helmet if the operator is required to wear one.

"This was a classic example of grass roots activism," said an exuberant Charles Umbenhauer, ABATE's lobbyist. "We've been working at this for more than two decades, and it proves that patience and persistence pays off."

Earlier this year, on June 16, the State Senate approved Senator John Wozniak's helmet law modification bill, SB 259, by a vote of 29-20. Then, on July 1, the House of Representatives passed the measure by a vote of 118-79, sending the bill to the governor's desk.

Governor Rendell promised to sign the bill if it got to his desk, and he kept his word to the state's 700,000 motorcycle riders.

"This governor knows how to keep a promise," said Umbenhauer, referring to former governor Tom Ridge, now secretary of Homeland Security, who vetoed a similar bill over a technicality in 1998, after publicly supporting ABATE's efforts to repeal the law.

ABATE held a celebratory ride on Saturday, September 6, 2003, forming on Commonwealth Avenue behind the state capitol in Harrisburg. Governor Rendell has been invited to do a ceremonial signing of the bill before the "Ride to Gettysburg," which will be the state's first helmets-optional ride in 35 years.

PITTSBURGH POLICE PROMPT HELMET REPLACEMENT: Pittsburgh police supervisors recently ordered all motorcycle officers off the streets and bought new helmets after mistakenly believing

their helmets failed government safety tests. And they are standing by the decision, claiming that enough questions were raised about the old helmets to warrant replacement.

Assistant Chief Nathan Harper sidelined the 22-member squad after Sgt. Reyne Kacsuta told Harper she was concerned about the Bell Pro Police helmet model SD600V, the *Pittsburgh Post-Gazette* reported on March 10.

The problem began when an officer saw one of the helmets for sale at a police uniform store without a Department of Transportation sticker and began searching the Internet. The officer found a Web site run by the Massachusetts branch of the Alliance of Bikers Aimed Toward Education, a group opposed to mandatory helmet laws. The site contains a list of helmets that failed National Highway Traffic Safety Administration testing, including the 1998 Bell Pro Police SD600V.

Helmet makers test helmets themselves to ensure they comply with DOT standards, and the government may do its own testing. In 1998, the government tested four of the Bell helmet models in question.

"There was one test result that didn't match up. That happens a lot," said Tim Hurd, a spokesman for NHTSA. "That doesn't mean it's failed the standard. It means we want to check up on it."

Bell told the government that out of 304 impacts on 38 helmets, one failed. The data satisfied the government that the helmet was safe.

Lt. Karen Dixon, who was in charge of investigating the helmets, maintains the helmet shouldn't be used by Pittsburgh police because of the impact failure.

POLITICIANS HOG MEDICARE SPOTLIGHT: It was a sight not often seen in Washington—the Secretary of Health and Human Services, clad in black leather jacket and leather chaps, atop a Harley leading a photo-op parade of motorcycle riders from downtown Washington to a community health clinic in Brandywine, Maryland.

Tommy G. Thompson, the Bush Administration's top health official, took to the road Monday with about 35 other riders in an effort to boost the momentum of congressional debate over a Medicare prescription drug benefit, wrote Todd Zwillich for Reuters news service on June 16.

Thompson was joined by Sen. Max Baucus, the ranking member of the Finance Committee and a key sponsor of a Senate plan to provide prescription drug subsidies for Medicare beneficiaries.

"What we're trying to do is we're trying to rev up the Congress," Thompson said moments before members of the Port Washington, Maryland, chapter of the Harley Owners Group (HOG) roared away from HHS headquarters.

Congress has debated a Medicare drug benefit for nearly a decade, always falling short of agreement on the politically charged and expensive proposal. Proposals moving through the House and the Senate now offer roughly equal coverage

CONTINUED NEXT PAGE

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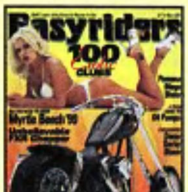

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Biker News CONTINUED

for seniors opting to stay in Medicare's traditional fee-for-service plan and for those who choose to move to a managed care plan.

HOG member Jim Leopard, 59, said in an interview that he wanted his participation in the politicians' ride to help increase public pressure on lawmakers. The retired 23-year veteran of the Washington, D.C., Metropolitan Police Department said that he was happy to ride with high-powered politicians if it helps make subsidies available by the time he becomes eligible for Medicare in another six years.

"They definitely use the (Harley) image to look more mainstream instead of driving their Mercedes and BMWs," said Leopard, who considers himself a political independent. "But they need to boost Medicare up. It's not enough now."

GOV. VETOES SOUTH CAROLINA RIDER ED BUDGET: One of Governor Mark Sanford's vetoes threatens a motorcycle safety course that saves lives in the state with the highest rate of motorcycle deaths in the country, the program's founder says.

Sanford's decision to eliminate $118,675 in state funding "is a real shame," said Wayne Wilkes of Columbia PowerSports, who has overseen the program since its inception in 1990.

The $118,675 that Sanford vetoed pays for three motorcycle safety classes at technical colleges around the state, Wilkes told Knight Ridder writer Aaron Gould Sheinin. Motorcycle dealers also donate $120,000 a year in equipment, Wilkes said.

Created in 1990, the program originally was paid for by a grant through the Department of Transportation. The statewide program is overseen by Midlands Technical College with money from the S.C. Motorcycle Dealers Association and the state.

CANADIAN RIGHTS GROUP RAIDED BY POLICE: The BRO (Bikers Rights Organization) of Ontario had its monthly meeting stormed by heavily armed officers who stuck machine guns in the faces of members, allegedly over a false tip.

BRO is a registered non-profit group formed in 1982 that lobbies for bikers' rights in the Canadian province.

But at their April meeting, about 30 law enforcement officers participated in the raid, roughed up BRO members and ransacked the meeting room, reports the August issue of *Biker* magazine.

According to a newspaper article on Cnews, "Police got excited when they found an ammunition clip in a corner. Then police realized it belonged to them."

No charges have been filed.

ORCHARD BEACH NOISE ORDINANCE AIMED TO CHANGE IMAGE: For decades, this Maine beach town has been known for honky-tonks and ear-splitting Harleys. Now, officials want to put a lid on excessive noise and free-wheeling drinking to make way for a family-friendly tourist town.

Critics complain that a bunch of do-gooders are trying to turn Old Orchard into something it isn't, wrote Clarke Canfield for the Associated Press on June 9. In recent years, the town has put the kibosh on cruising, dirty T-shirts, sidewalk display racks and loud concerts.

"They're taking away your rights little by little," said Ron Hill as he stood outside a food stand near the town's seven-mile beach.

May is the month when Old Orchard's storefronts, food stands, arcades and carnival rides that have lain dormant all winter come to life for the first onslaught of tourists. This May will also be remembered for the Town Council's decision to ban loud motorcycles and place a moratorium on new bars.

The noise ordinance not only prohibits motorcycles with altered mufflers but also makes it illegal for riders to rev their engines.

It's not as if Old Orchard hasn't gone through change before. In the late 1800s, this was a highfalutin' summer hangout for the rich. That all changed in 1907, when a fire wiped out most of the town and destroyed 17 large hotels.

When the town began rebuilding, car and motorcycle races took place on the beach, amusement rides went up and the foundation of the modern-day Old Orchard was established. Bars and B-grade motels proliferated, and over time the lowbrow image has stuck and it became a vacation haven for blue-color tourists, many from Canada. But since the late '70s, when public drinking was banned, the town has slowly made changes to upgrade its image. In the late 1980s, it installed tasteful brick sidewalks and Victorian-style streetlights on the main drag. Then came an ordinance prohibiting cars from cruising congested downtown streets.

But banning loud motorcycles? Wayne Dube, who rides a 1961 Harley with a "Bar Hog" vanity plate, said the town's weekly fireworks show and the train whistle on the new Amtrak train are equally noisy. Dube and his wife, who own the American Motorcycle shop, say it seems like some people want to turn Old Orchard into Kennebunkport, the well-heeled tourist retreat to the south. "It isn't going to happen," Robin Dube said.

BIKERS WITHOUT BORDERS TAKES MISSION ON THE ROAD: Take two ambitious young men with the desire to help others, add in a love for motorcycles, and give them two brand-new Kawasaki KLR650s. The result is Bikers Without Borders (BWB), a non-profit organization comprised of two college-aged motorcycle enthusiasts, traveling through several countries and volunteering their time at non-profit organizations along the way.

Founding members James Mallory and Steven Wallstrom, aboard Kawasaki KLR650 dual-purpose motorcycles, will set out on a trip encompassing over 20,000 miles, eight months and 16 countries. After a stop at Kawasaki Motors Corp., U.S.A. headquarters, BWB will travel through Central and South America volunteering in hospitals, schools, missions and soup kitchens.

"There are many non-profits in these countries in need of volunteers and, there are many folks such as ourselves who are willing to donate their time and energy but aren't sure how to volunteer," said Wallstrom, president of BWB. "The key is matching these two groups up, and that's where BWB comes in. Our goal is to create a source of information for volunteers to get accurate information on the many groups in need of a helping hand."

For more information visit their Web site: www.bikerswithoutborders.org.

WIERD NEWS OF THE MONTH: ST COLUMBANUS, PATRON SAINT OF BIKERS: From the Old Country comes proof that if the almighty himself does

not don the leathers and climb aboard his scooter, one of his representatives on Earth certainly does.

Step forward the "biking bishop," as he is affectionately known in England, in the shape of Bishop John Oliver. This man of the cloth and leathers is a keen Harley fan and rides Milwaukee iron as well as a cross-section of other bikes whenever he gets the opportunity.

In fact, so serious is he about his biking that the biking bishop has secured permission from none other than the Pope to have one, St. Columbanus, to be officially named as the patron saint of bikers.

Robert Daines writes in his "European Harley News" report for *Thunder Press* that the inauguration took place in the Italian town of Bobbio, the final resting place for the man who will be looking after bikers from now on. Fittingly, Bishop Oliver and hundreds of his fellow bikers attended the service.

St. Columbanus was originally from Ireland and as a young man was somewhat of a "lady's man." To avoid the temptations of the flesh, he turned to religion and traveled the world doing numerous good deeds until his death in Italy in 1651.

As for all his good deeds on behalf of bikers around the word, the bishop was modesty itself. "Bikers need all the protection they can get," he told the British press, "so this is undoubtedly a good thing."

So the next time you take a tumble and find yourself dusting down your bike and feeling great to be alive, you will know who to thank.

HARLEY SIGNED BY GOVERNORS TO BENEFIT COLUMBIA FAMILIES:
A 100th Anniversary Road Glide signed by all 50 state governors and President Bush will be auctioned off later this year to benefit the families of astronauts killed in the space shuttle Columbia disaster.

The project is the brainchild of Idaho Governor Dirk Kempthorne and Barry McCahill, who works in public relations with the National Highway Traffic Safety Administration. For more information about this motorcycle, log onto the National Science Center Web site at www.nscdiscovery.org.

— *Bill Bish, NCOM*

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San Diego H-D, 5600 Kearny Mesa Rd., San Diego

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Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

FLORIDA
Fletcher's H-D, 17129 U.S. 19 North, Clearwater

H-D of Miami, 19400 N.W. 2nd Ave., Miami

Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona

Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

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Rebel's Customs, 560 SR 20 Spur SE, Cartersville

KANSAS
Bikers Edge Cycle & Leather, 1201 E. Central Av, Wichita

MASSACHUSETTS
Dave Frank M/C Sales, 81 Bridge St., Salem

MONTANA
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

NEBRASKA
Butterfield's M/C Parts, 8025 Blondo, Omaha

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Kosco H-D, 1149 State Route 23, Kinnelon

NEW MEXICO
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Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

NORTH CAROLINA
Big Dog of Greensboro, 106 College Rd., Greensboro

OHIO
Americycles, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

TEXAS
Strokers Dallas, 9304 Harry Hines Blvd., Dallas

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Shenandoah H-D, 2800-C W. Main St., Waynesboro

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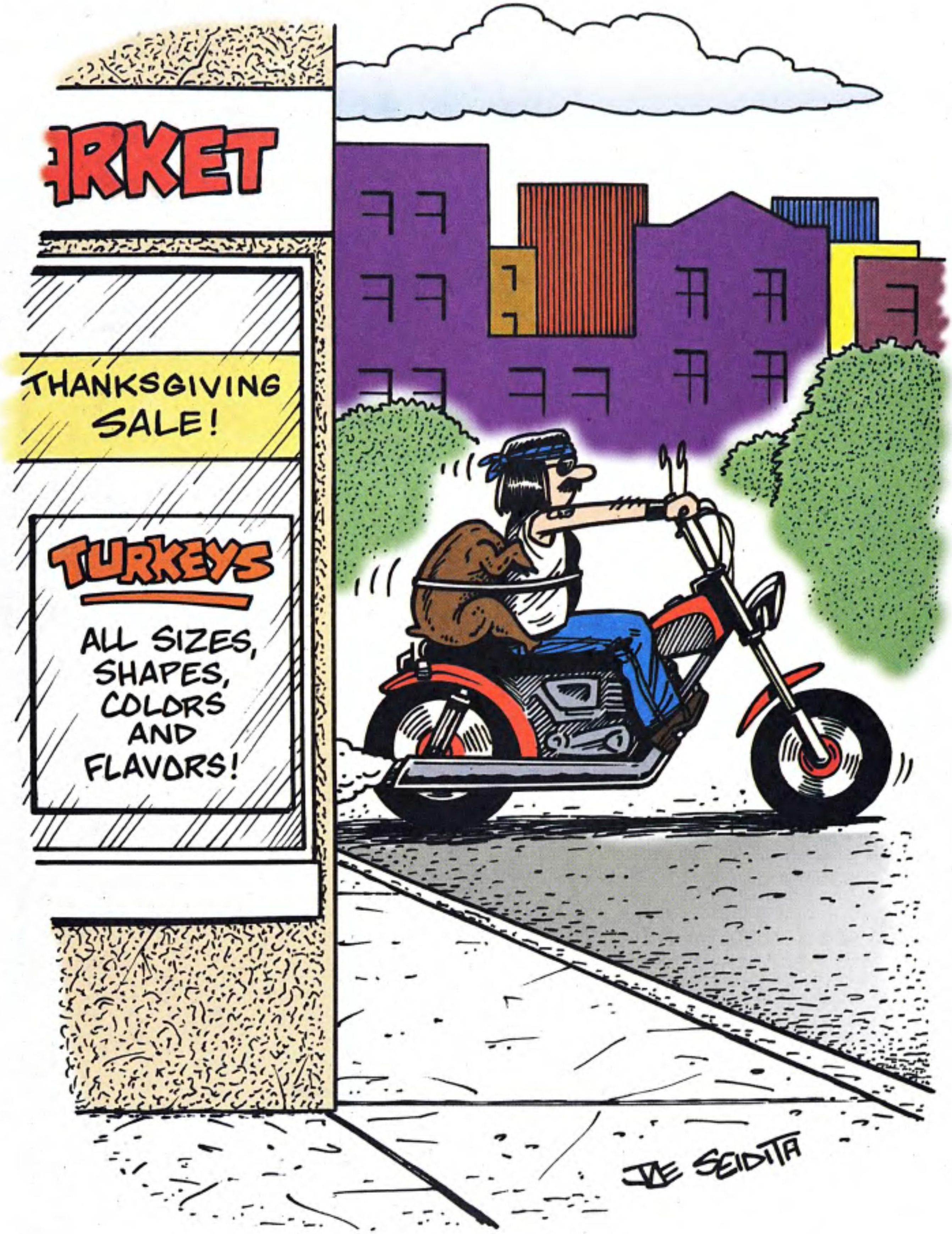
Just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. Remember take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.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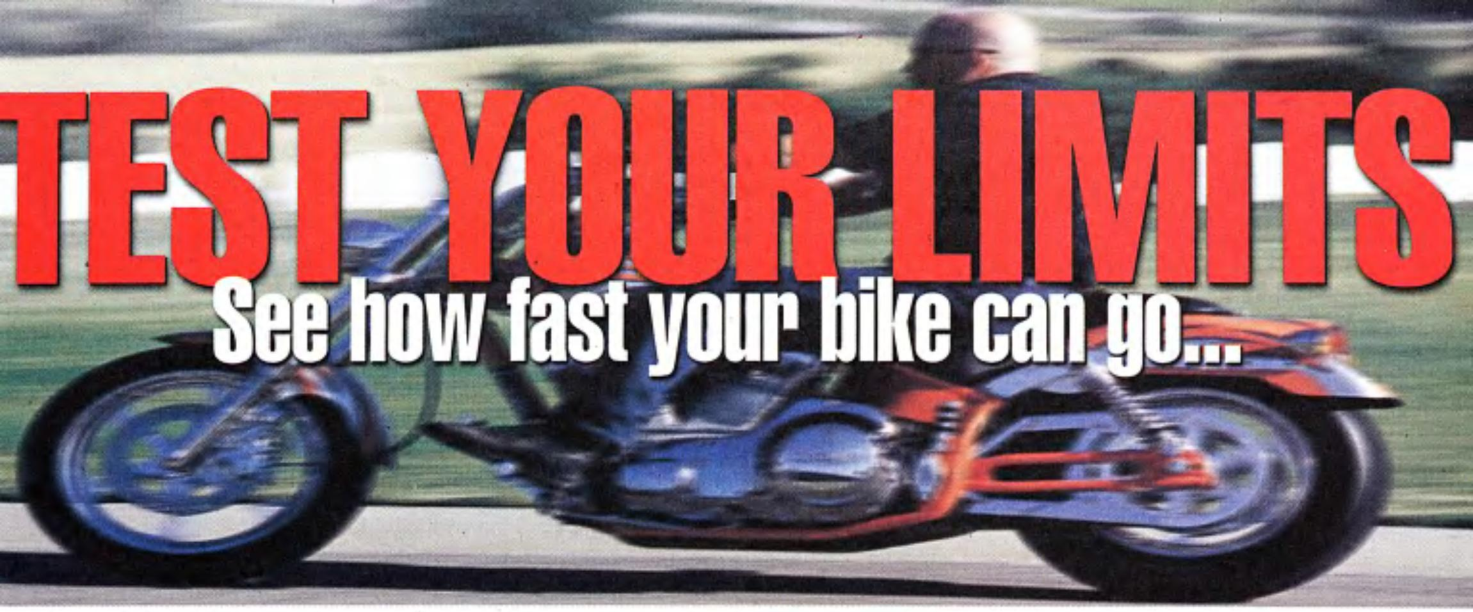

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

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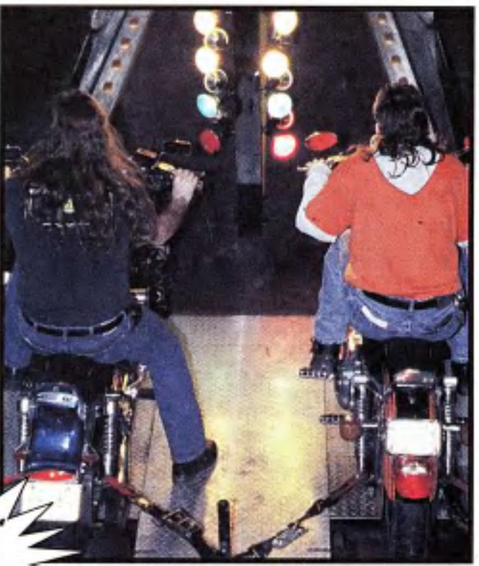
Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.



With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

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Come see us! We'll be at these events:

2/1-2/3	V-Twin Expo - Cincinnati, OH
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3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
4/11-4/13	Las Vegas H-D - Las Vegas, NV
4/18-4/20	Open
4/23-4/27	Laughlin River Run - Laughlin, NV
5/3	American Eagle H-D - Corinth, TX
5/9-5/11	Bergen County H-D - Rochelle Park, NJ
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC
5/23-5/25	Freedom Rally - Evanston, WY
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/11-7/12	Roeder H-D - Monroeville, OH
7/18-7/20	Overtuff Powersports - Springfield,IL
7/24-7/26	Honda Homecoming - Marysville, OH
8/1-8/3	Gerencer H-D - Elkhart, IN
8/6/-8/10	Full Throttle Saloon - Sturgis, SD
8/15-8/17	Las Vegas H-D - Las Vegas, NV
8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
9/5-9/7	Loess Hills Rally - Council Bluff, IA
9/11-9/14	Delmarva Bike Week - Ocean City, MD
9/19-9/21	Southern Tier H-D - Binghamton, NY
9/26-9/27	Sauk Prairie H-D - Sauk City, WI
10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St, Petersburg, FL
10/15-10/19	Biketoberfest - Daytona Beach, FL
10/24-10/26	Liberty H-D - Akron, OH
10/31-11/2	Specialties Motorsports - Bluffton, SC
11/8	Stone Mountain H-D - Lilburn,GA
11/14-11/16	Open
11/21-11/23	Open
11/29-12/1	Open
12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
12/7	Ft. Lauderdale Toy Run - Florida

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Two-Wheeled Tidbits

Spanning The Biking Globe...

GRESHAM, Oregon: We all thought that Eugene was the harassment capitol of Oregon, but it looks like this little town and suburb just east of Portland is in the running now.

The Gypsy Joker MC had their strip poker run here. About half were not club riders. The idea was to stop at girly bars here and there to get your next poker card and go on to the next stop. The Gresham police decided that they didn't want motorcycle clubs in their town, and they even said so.

They pulled the oldest stunt in the world. They waited until a small pack went through a green light and some of the last in line may have squeezed the yellow or red a little so they pulled the whole pack over. Oh, and with the help of about 20 police cars.

As if that isn't bad enough, the coppers had people on their bellies on the ground, handcuffed for over an hour on a 95-degree day. For an alleged traffic infraction! One biker needed an ambulance from the heat. While they had them down and cuffed, these cowboy cops brandished guns in their faces, and apparently threatened and swore at folks. Said they didn't want bikers in their town and they best get out. Nearly all were cited for running a red light, even though only a few might have. You don't get to ticket everybody just because a few might have committed an infraction. Several were even cited for felony attempt to elude. The whole thing is bogus and stinks to high heaven.

Sam Hochberg, our Oregon AIM attorney, and his associate and AIM Criminal Defense and Civil Rights Attorney Bill Redden are working the case and defending a whole slew of folks for free, by the way. This sort of conduct by police anywhere is at best unprofessional and is an abomination. I'll keep you posted on the outcome of it all, especially if there is a civil suit as well.

Oh, and by the way, Gresham is the home of the current Miss America, Katy Harmon. A little ironic don't ya think? Real Americans, aren't they, the Gresham Police? What a travesty.

PORTLAND, Oregon: In August, Harley had Portland as one of the kick-off points for their 100th Anniversary ride. A late word to the wise who intended to participate: I heard that there was be lots of police protection and many of them had "noise monitor" machines. This smacks of harassment to me so if you were part of the celebration hope you were unscathed.

WOMAN PLANS TO CLIMB MT. EVEREST ON A MOTORCYCLE: Annie Seel plans to ride her Enduro motorcycle to Mount Everest's base camp as a member of the Danish/Swedish climbing team in August this year. Base camp is at 16,732 feet. Seel will make the round trip from Kathmandu. Gonna be a pretty good climb but the lady is an experienced Enduro racer, so she should be able to pull this stunt off.

Hey, more power to her.

WASHINGTON, D.C.: Senator Ben Nighthorse Campbell has gone to bat for us again in our nation's capitol. He has urged the director of the Environmental Protection Agency to modify the proposed emissions standards for bikes. He says EPA is too stringent in their proposals. Don't we all agree about that? I sure do and thank the Senator for his valuable help. We all want to be able to keep our old scoots, and keep fixing them with new parts. Gotta stop that evil EPA.

SOUTH CAROLINA: This is an item I'm seeing far too much of lately. Governor Mark Sanford may have eliminated South Carolina's motorcycle safety training with a veto. He vetoed $119,000 dollars in state funding for rider training. This is not a place to save money—our education is saving lives.

Here in Oregon the training is funded by motorcyclists themselves, by paying more for their motorcycle endorsements. The present climate of shortfall budgets in many of our states is going to cause major cuts in many programs and motorcycle programs will be the first to go if the money for training isn't dedicated and funded by bikers in some foolproof way to safeguard it from theft by bureaucrats. If you don't, they will use our money to rectify their poor spending habits. It's thievery at its best, folks.

—Gunny, Oregon AIM Chief of Staff

Legalese

Asking The Right Questions

Congressmen John Shimkus (R-Illinois) and Ted Strickland (D-Ohio) sent a letter to the Environmental Protection Agency on June 20th asking the right questions at the right time. This letter, which contained over 40 signatures from their colleagues, put the EPA to task, for crossing the T's and doting the I's concerning their compliance with federal law, when developing the new rules concerning street bike emissions. No Representative from Colorado signed on, although all were made aware and supplied with copies of the letter. This was not a letter attacking the EPA, only a list of questions requesting documentation showing that the EPA researched the impact on small businesses as is required by federal law. We know the answer, and hopefully this letter will give us the leverage we need to negotiate a lesser standard.

While on the subject of research, the National Highway Transportation Safety Administration's idea of research is to interview 4,000 riders, and figure out the difference between riders that have crashed and those who haven't. Hmm, some have more scars.

In its proposal, NHTSA states it hopes to interview 4,000 riders in California, Maryland, Michigan, New York, Texas, Virginia and Florida to learn about rider "characteristics, attitudes and behaviors (and compare) the training, experience, attitudes and behaviors of those operators who have been involved in crashes versus those who have not. "The winning research firm will conduct "face-to-face interviews at sponsored events, races, and motorcycle club meetings and popular bike riding locations."

We all know that federal funds to increase the ability of states to provide affordable motorcycle training are needed. The MRF believes this could be achieved for around $5 million a year. Contrast the MRF's requested $5 million with NHTSA's request for $56 million in research and analysis funds, you can see this isn't about safety, it's about money and control.

—Jim Jones, ABATE of CO Legislative Affairs Specialist

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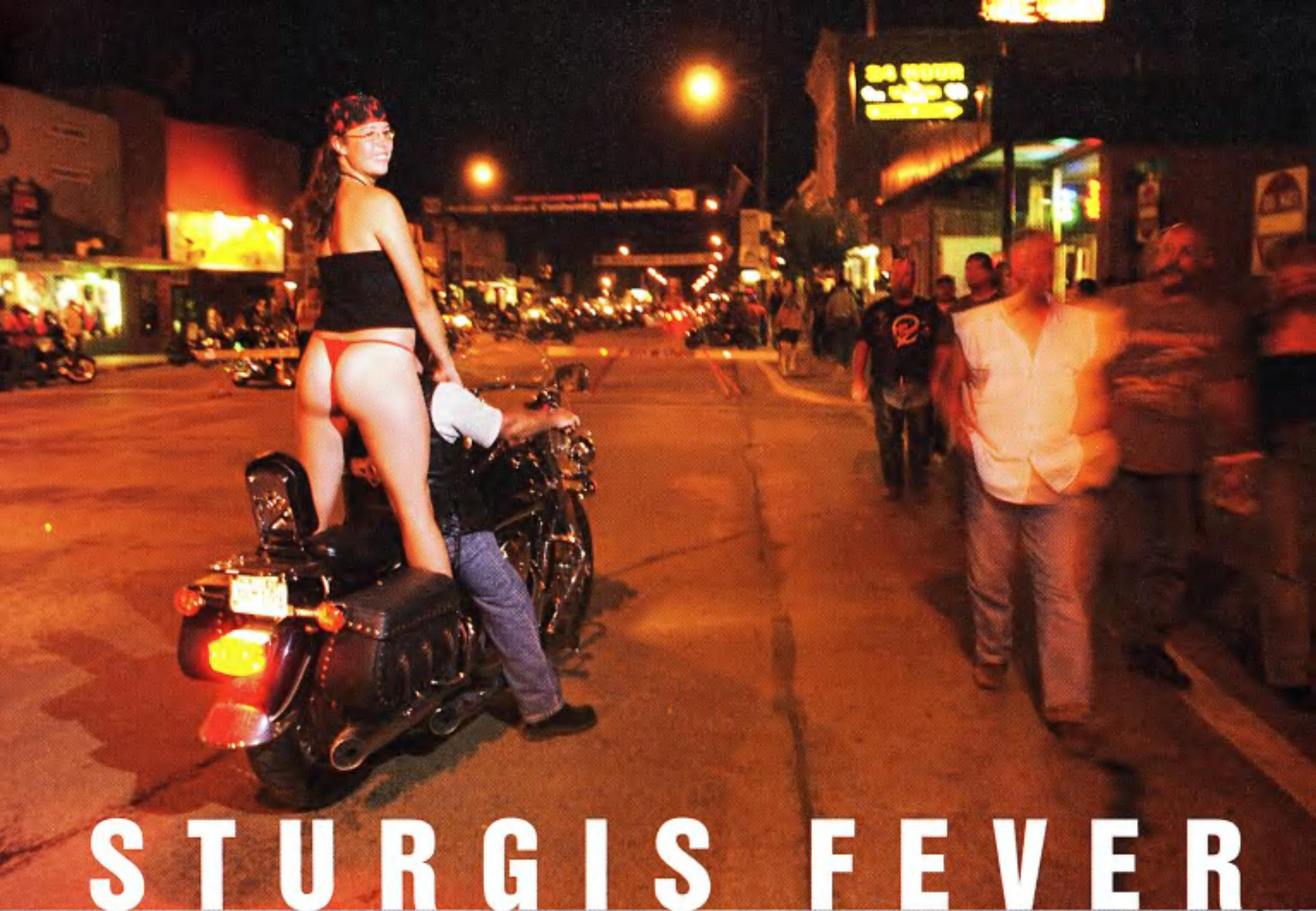


STURGIS FEVER

THE 63RD BLACK HILLS RALLY & RACES

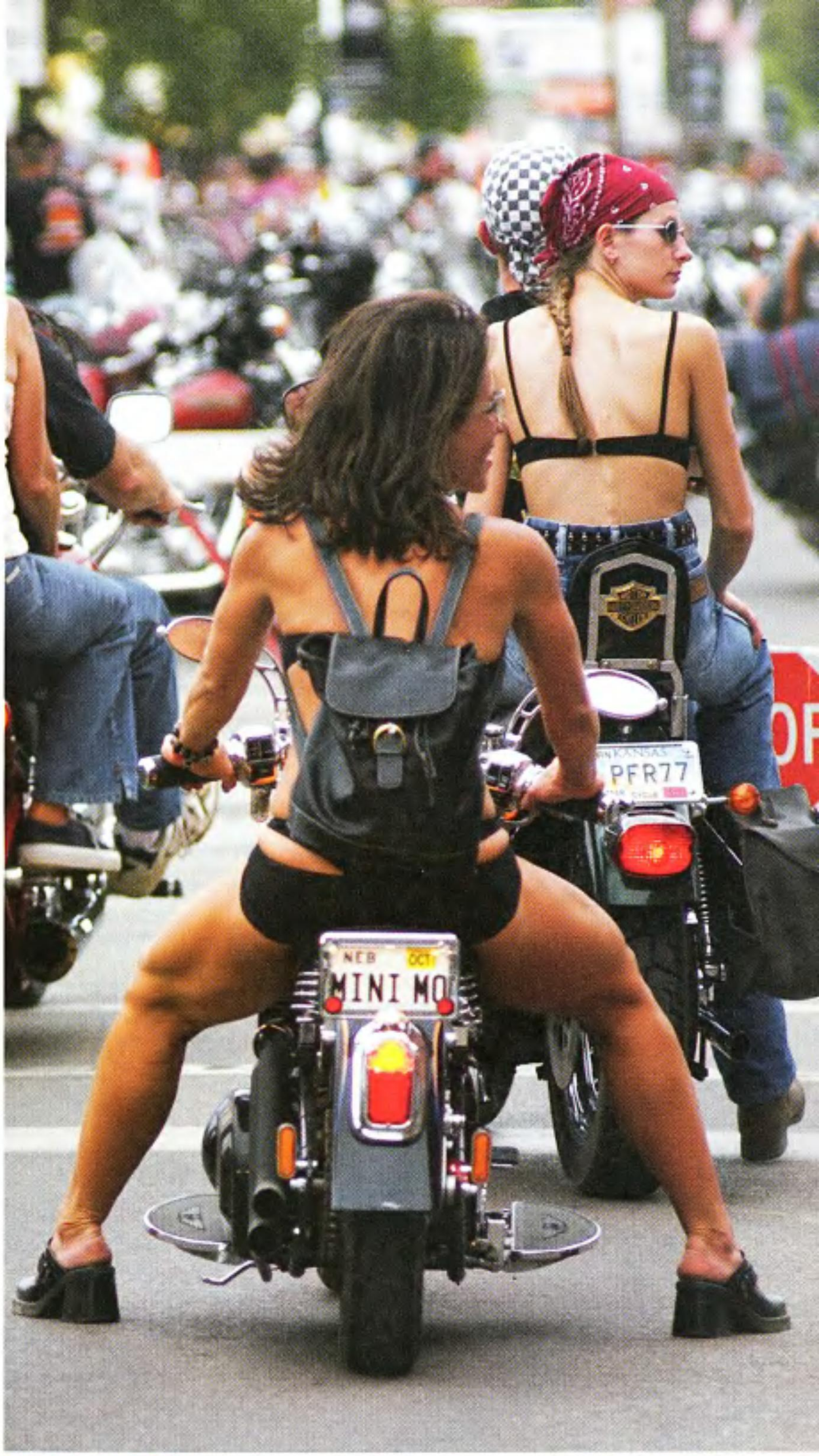
Hellacious! That's what Sturgis is! Sure, Daytona and Myrtle Beach rallies have their charms, Laconia is a one-of-a-kind biker party and there are a slew of smaller runs and doin's that are a hoot, but the Sturgis Rally and Races kicks ass! Bikers from all over the planet show up for their annual pilgrimage to this motorcycle mecca. Where else can you enjoy blasting around mountain roads in a biker's paradise and run smack into the gentle bison? (Ouch!) Where else can you get all-you-can-eat pancake breakfasts for a few bucks served by somebody's granny one minute, and find yourself swilling icy brews with topless dancers the next. Ya gotta love Sturgis!

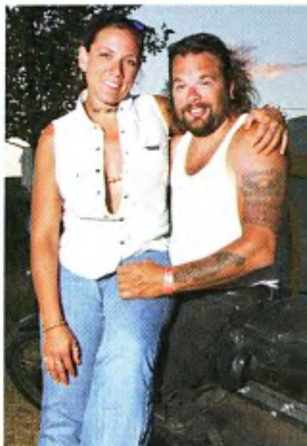
It was impossible to figure how many folks showed up for the 63rd running of the Black Hills Classic. Main Street was plenty crowded, even though you could find a place to park your bike most of the time. Many of the vendors we talked to thought that Sturgis was not as crowded as last year (citing that most bikers were savin' their dough for Harley's big 100th party in Milwaukee a few weeks later). It was definitely easier to get around, the lines were shorter and attitudes were runnin' cooler, unless you wanted an autographed Orange County Choppers T-shirt. The wait in line at Black Hills Harley-Davidson in Rapid City was over two hours for an audience with the Pauls. But never fear, Black Hills H-D had plenty for ya to do, from top-notch vendors and master bike builders like Jerry Covington and Jim Nasi, to ample food, drink and even the sexy Dahm Triplets.

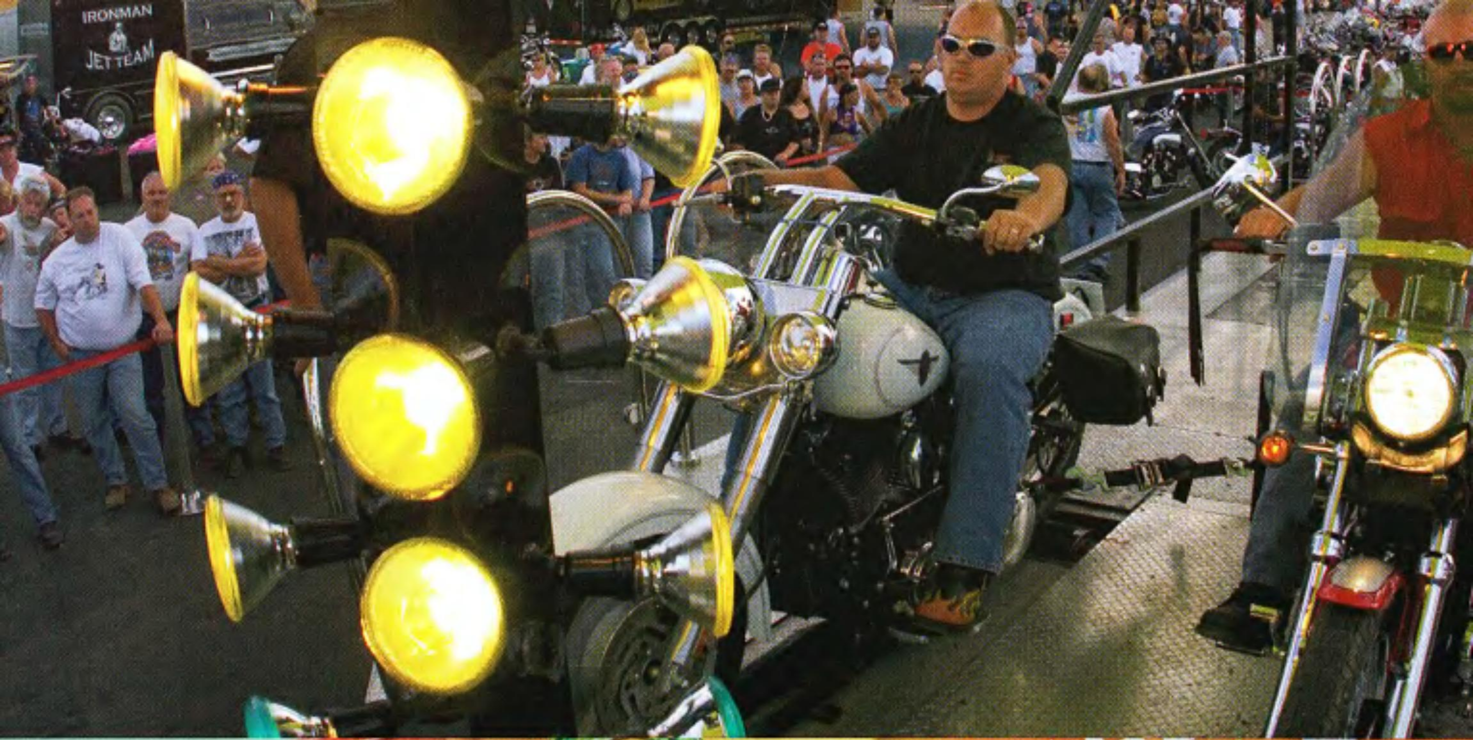
Clear skies and hot temps meant that lady bikers were wearing very little and that Michael Lichter could bring you your pound of Sturgis flesh. Don't get me wrong, the Black Hills are known for having wild weather swings in the summer and this year was no different. While there was no flash flood up in Deadwood this year, you could find everything from thunder, lightning, pouring rain, hail, and then blazing sun, all within a few minutes.

Riders began rolling into South Dakota around Wednesday, July 29th, and the many hundreds of aftermarket companies and T-shirt vendors were already setting up. We couldn't help but notice that many riders to the Black Hills this year were in their 20s and 30s. That's good for all of us in the two-wheeled industry, our lifestyle is growing and a whole new generation of riders and builders are keeping it strong.

The Jackpine Gypsies held court once again over at the Veteran's Hall and offered up their own special brand of



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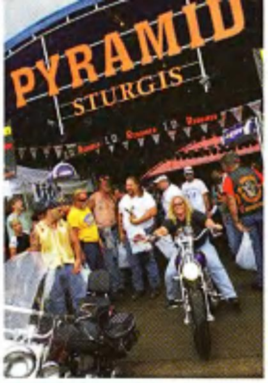
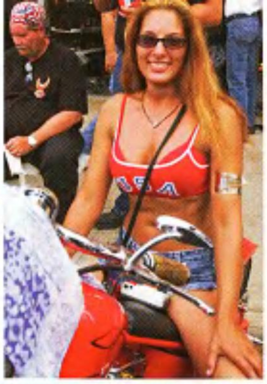
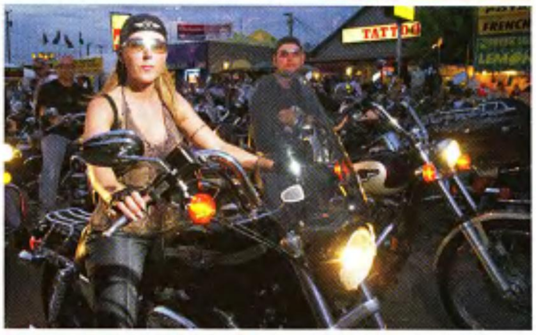
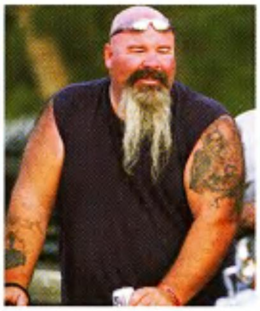
killer hill climbs and 1/2-mile dirt-track races as only they can. The breakfast they serve up every morning is terrific too. Become an Associate Member of the Jackpine Gypsies and support the Rally's originators by writing to: Jackpine Gypsies, P.O. Box 627, Sturgis, South Dakota, 57785. You'll be glad you did.

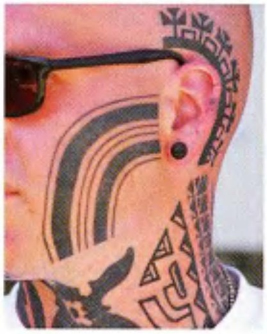
From Rapid City, to Deadwood, Spearfish to Sundance, and all points in between, somewhere around 350,000 riders made this week in the Black Hills the ultimate coming home party. And party we did! The Buffalo Chip Started Bike Week off proper as Steppenwolf took to the stage Monday night and the deafening roar of hundreds of revving Harleys accompanied "Born to Be Wild." Alice Cooper was the macabre headliner on Thursday night, and Kaptain Robbie Knievel wowed the crowd on Friday at dusk when he jumped 100 Harleys at the

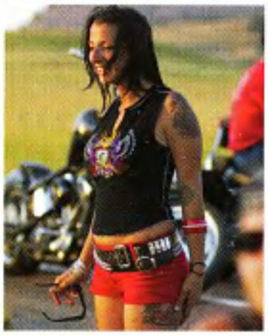












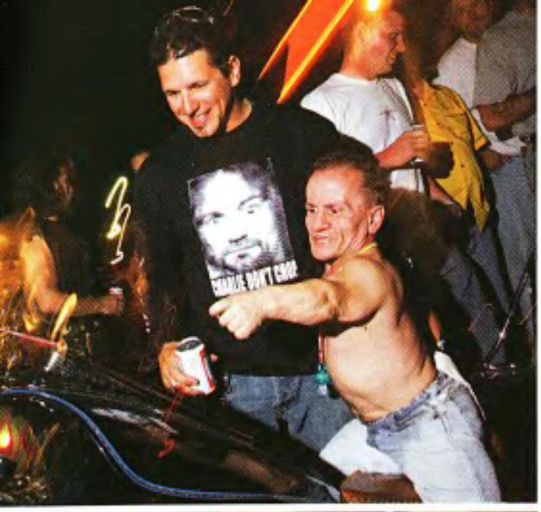
A whole new generation of riders and builders are keeping us strong.

Chip, saluting H-D's 100th. Get it? Jump 100 for 100?

Some of our favorite places to romp include The Full Throttle Saloon, The Broken Spoke, The Busted Knuckle and One Eyed Jack's. Kenny Price had a new bar called The Firehouse that was loud and fun. In Rapid City, Shotgun Willy's opened its doors and the place was packed with friendly strippers.

This year's Sturgis run marked the 25th anniversary of the custom bike building and riding enthusiasts known as the Hamsters as well as the 10th anniversary of the Weasels (billed as "a drinking club with a motorcycle problem"). You wouldn't believe how many riding rodents invaded the Black Hills to party and ride.

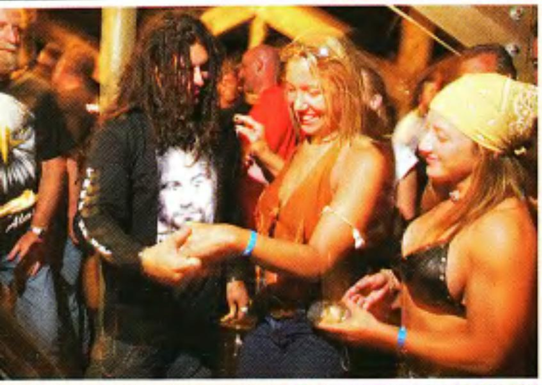
On Tuesday, Michael Lichter held the grand opening and reception of his photography exhibit at the Journey Museum. *Kick-Start, the Art of the Chopper* exhibition featured a dozen

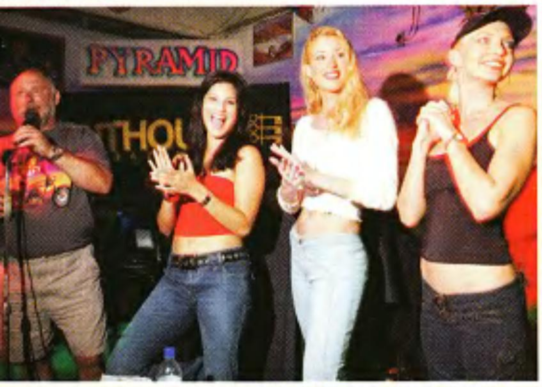


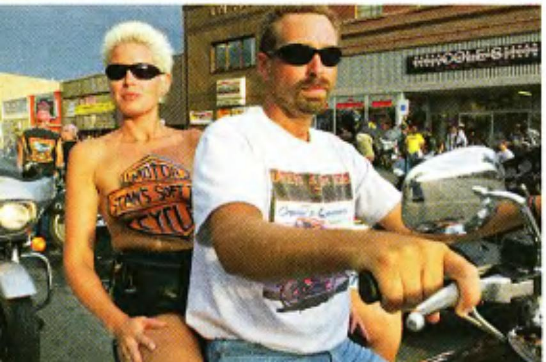
old-school choppers by famous builders such as Chica, Lou Falcigno, Billy Lane, Indian Larry, Joe Martin, Mondo, Sugar Bear, Paul Yaffe and others, as well as Michael's incredible photos of Sturgis from his recent book by Motorbooks.

In conjunction with the reception, Metzeler Tires organized its first-ever Custom Bike Competition in the parking lot in front of the museum. Custom motorcycles that use any of Metzeler's tires were welcome to enter the show. The grand prizewinner, Mike Brown won a trip to Italy with his AMEN wonderbike to attend the EICMA show, the largest bike show in the world. The best bike in the Unlimited Category was a dazzling silver invention by Vince, M&M and the boys at Redneck Engineering.

Right across the street at the Rapid City Convention Center, Harley-Davidson offered a preview of some of their 2004 models and the full line of H-D products, accessories and services. The new CVO Deuce and 103-inch FLT models were awesome as was Ford's new 2004 F350 turbo diesel Harley truck. You could test







ride Harleys in Sturgis, throw a leg over an Indian or the wild new Victory King Pin as well as those European and Metric cruisers.

A tip of the hat is in order to those folks who were inducted into the Sturgis Motorcycle Museum Hall of Fame this year. They included Gary Bang, Max Bubeck, Gottlieb Daimler, Reg Kittrelle, John Kosmoski, Dick O'Leary, Sherman Packard, Adeline and Augusta Van Buren and Don Vodden. The AMA also gave Sturgis Rally and Races founder J.C. "Pappy" Hoel a posthumous Outstanding Achievement Award. The Museum is a "must see" while in Sturgis and is located on Main Street near Junction Avenue. Check it out.

Wyoming Wednesday is always the day to make the ride from Sturgis to the Devil's Tower out past Hulett and back with stops in Beulah and Sundance to burn the rubber off your tires. But since everyone and their brother knows about this little run, many travel-weary riders like to stay in town that day and party out at The Full Throttle Saloon. This place is a biker village unto itself, with vendors galore, burnout pits, mechanical bull riding, and, of course, the infamous Teresi Dyno-Drags truck. Imagine going balls-to-the-wall, all out, with your throttle wide open, but you never move an inch! Awesome speed at a standstill…it's a kick in the pants.

On Thursday, we partied over on Main Street at the Pyramid Beer Gardens where our sister publication, *Biker* magazine, teamed up with *Penthouse* magazine for a kick-ass party and a free bike show with $5,000 in prize money and trophies. Congrats to Best of Show winner Mike Ballew and his wild blue scoot. *Biker's* crew, Clean Dean, Beatnik, Balls and I made sure to catch up with our favorite biker band, The Fryed Brothers. Harry, Tommy and the boys are the best show in town and we enjoyed hangin' with them out at The Broken Spoke and The Busted Knuckle.

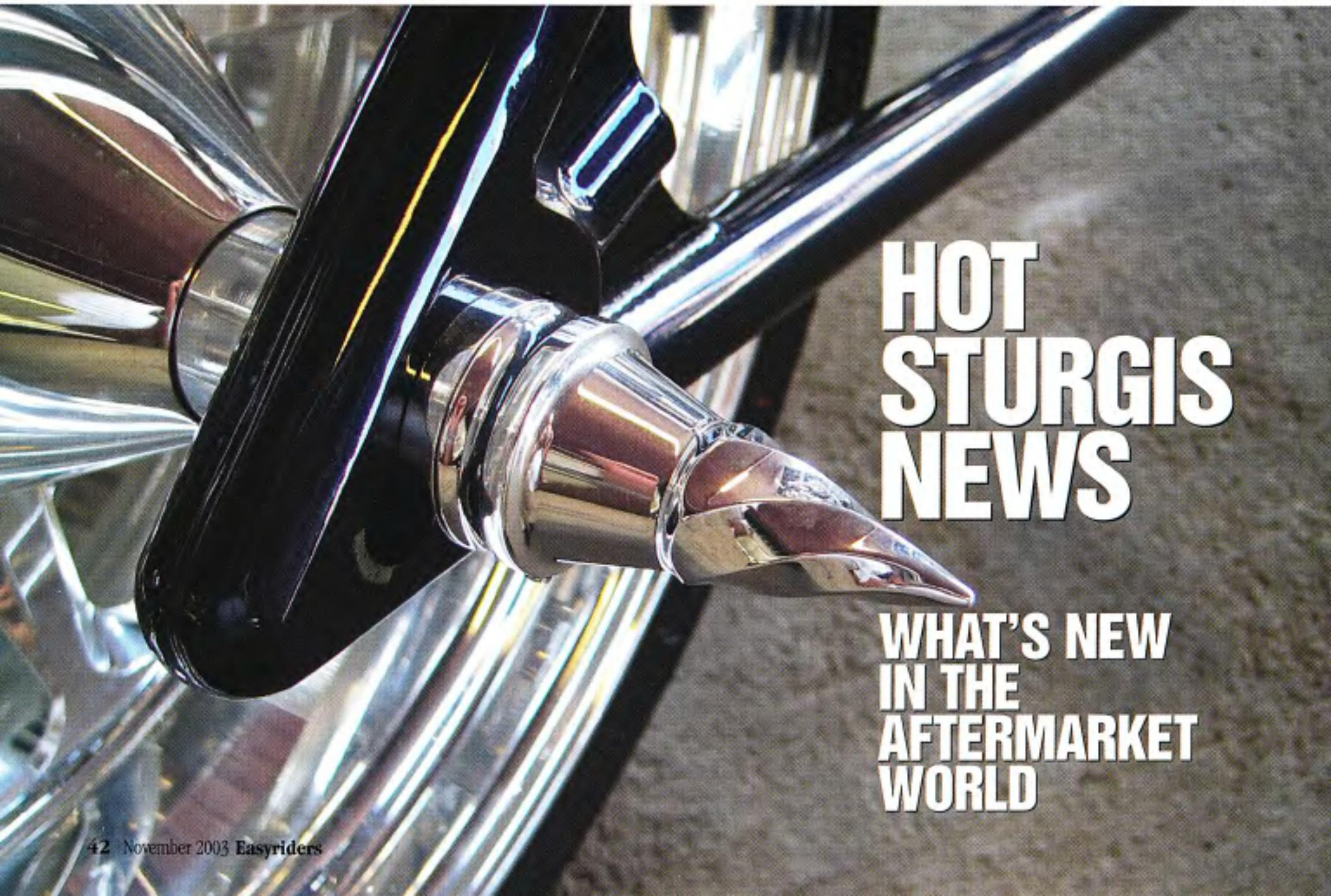
As always, Sturgis is the place to check out every new goody imaginable for your bike. Vendors and aftermarket companies galore were on hand to show off and sell their wares in record numbers. If you can't find something new for your ride in Sturgis, it just doesn't exist. (More on the latest aftermarket sensations in our Sturgis "Hot News" section, starting on Page 42.) You could also drool over the latest custom creations from the world's best bike builders over at the Main Street Roadhouse. We're talkin' moto-masters like Eddie Trotta, Kendall Johnson, Tom Langton, Indian Larry and Billy Lane. Speaking of Larry and Billy, The Discovery Channel was on hand once again to capture the action as Billy and Indian Larry rode into Sturgis for *The Great Biker Build-Off; Part Four*. When the burning rubber cleared, a People's Choice vote chose Indian Larry as the big winner! But Larry grabbed the microphone and yelled, "There are no winners here! There are no losers here! We're gonna cut this trophy right down the middle and share it!" Choppers Inc. wrench, Nick, took a cutter to the large trophy and Billy and Larry threw the pieces out to the excited crowd as the video cameras rolled. It was a mind blower. After the sparks settled Billy and Larry went through the crowd and autographed the pieces of the trophy for the true winners of this show—the audience.

Even with all those TV crews to stumble around and sweltering crowds to avoid, Sturgis is still a great place to ride to. It is a sea of black clad humanity on hot custom iron and hotter hardbellies to drool over. Sturgis makes all those weeks of the everyday grind bearable. It is a place where new friends meet and old friends meet again. It is a truly American experience and it is why we ride. Sturgis is more than a rally…it is a homecoming. It offers endless vistas and rolling hills, cool pine breezes and dripping neon nights sizzlin' with sin. It is the Old West and a new breed…all in one. It's Sturgis brothers and sisters, and it is a little bit of biker heaven right here on Earth.

— Phantom Dave

Special thanks to Frank Mills of Frank's Place in Spearfish for saving Clean Dean. Frank's bike shop is a righteous establishment. Also thanks to Michael Lichter and Steve Temple for capturing the magic of Sturgis.

Photos: Michael Lichter



HOT STURGIS NEWS

WHAT'S NEW IN THE AFTERMARKET WORLD

One of the most exciting things to do during the Sturgis Rally is checking out all the latest parts, accessories, and bikes from various aftermarket companies. Once we all got home from the Black Hills we sifted through the volumes of material collected to bring you some of the best and most interesting new goodies available.

Perse Performance

Joey Perse is a true innovator who has a wide range of very cool products that make your bike look better and cleaner, and also make your ride safer. His new Rake and Trail computer program allows you to enter your bike's specs, or any bike frame geometry to check out how safe the configuration is. The correct combination of neck height and rake, leg length and degrees of rake in the triple trees makes for either a safe ride or a potential disaster.

Once you have the correct ride geometry figured out Perse makes gorgeous triple trees and entire front ends as well as matching grips, pegs, axle caps, incredible LED taillights and more. Their new line of matching products includes a wild, twisted look that is "all the rage" on choppers.

See all this and more by visiting www.perseperformance.com or call 877-631-3093.

Ford/Harley Truck

New for 2004 is the massive F-series Super Duty truck powered by a mighty 6-liter V-8 "Power Stroke" turbo diesel. This member of the Ford/Harley-Davidson truck family comes with all the H-D amenities that have made these unique Ford/Harleys true collector's items. From the black leather seats stamped with the Harley bar and shield, to the distinctive rumble of the truck's tuned exhaust, this new F-350 is bad to the bone. Seen here in its coat of Harley orange and black paint, the turbo diesel is ready to rock your world.

Woody's Blower Technologies

The new Slim Drive Supercharger by Woody's installs in just three hours and gives you a 40-horsepower gain for a total of 110-horsepower over a stock 68 horsepower Harley. Designed from the ground up for your Harley, Woody's blower gives you big horsepower and keeps your motor reliable and rideable. Best of all, this system has none of the drawbacks of traditional turbos, such as turbo lag, offering smooth, controllable power throughout the rpm range. Woody's Slim Drive fits Twin Cam 88 motors with Delphi fuel injection.

For more log on to www.wbtinc.com or call Woody's Blowers at 866-WBT-TECH (928-8324).

PERSE

WOODY'S

WOODY'S

FORD/HARLEY

REDNECK

REDNECK

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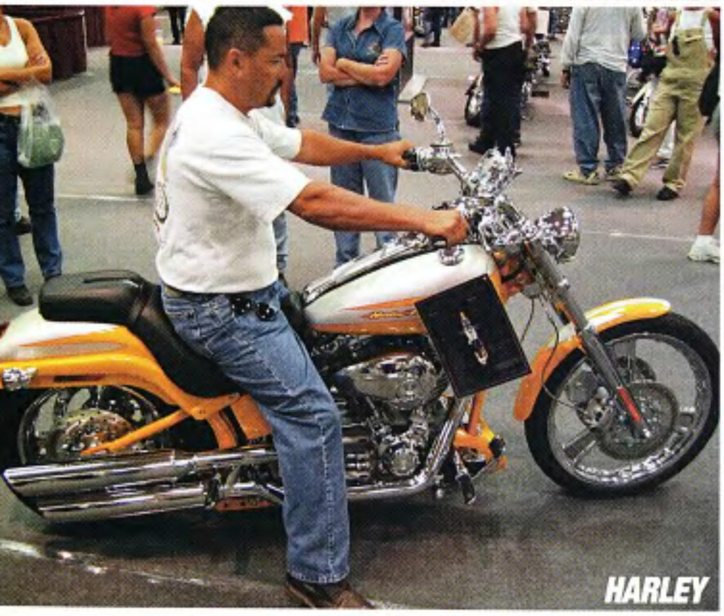
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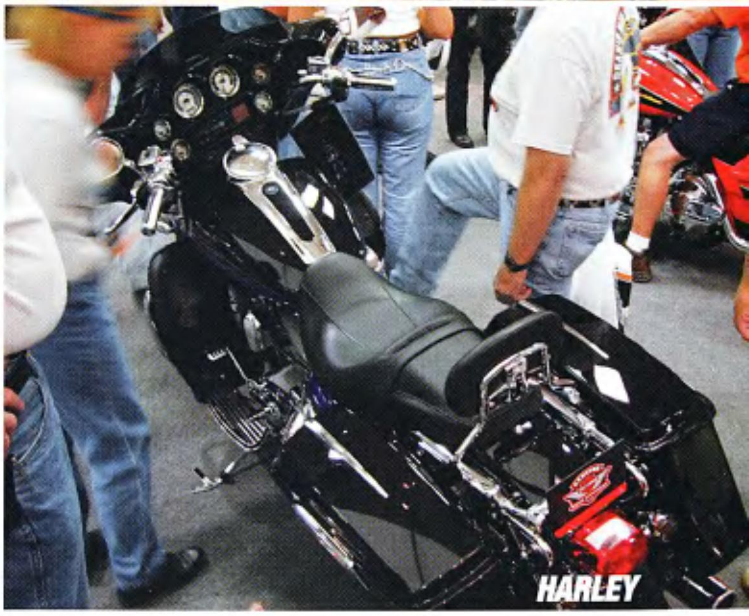
HARLEY

Redneck Engineering

You'd have to be living in a cave not to have heard about Redneck Engineering. The boys out of Liberty, South Carolina, are building high-style custom choppers at a price the average biker can afford. Not into scrapping your wallet of every last dime, Vince and his crew at Redneck want you out there riding, not wondering if some high-end custom will start. They use quality components and have a wide range of exciting designs, including a killer new chopper and a nasty little pavement pounder. The latter uses a Sportster motor and tranny and its low seat height is perfect for ladies and the inseam challenged.

Call 864-843-300, or ride the Web to www.redneckengineering.com.

Santiago Choppers

We had to stop and drool over the red and black anodized scoot built by Santiago Choppers. Its just one of many gorgeous sleds and wild trikes they had on display to show off their cool parts and products with a European slant. Look out Eurocomponents, Santiago is here!

Visit www.santiagochopper.com, or call 813-671-9097.

Harley-Davidson's CVO Deuce and FLHT 103

Two exciting new 2004 Harleys debuted at Sturgis: the Screamin' Eagle Softail Deuce and the Screamin' Eagle Electra Glide Twin Cam 103. These limited production motorcycles feature the best from H-D's Custom Vehicle Operations team. We're talkin' over 10 grand in additional chrome goodies, Harley P&A, custom paint and Screamin' Eagle upgrades.

The 95-inch Deuce comes in your choice of candy cobalt and starlight black or yellow pearl and platinum mist, while the 103-inch FL is offered in candy cobalt and starlight black or orange pearl and jet black with subtle flames and graphics. See 'em soon at your local Harley dealer.

Covington Bobbers

Jerry Covington is known for his dazzling choppers and pro-street-style customs. We were shocked and amazed to see the latest scoots out of his shop. Covington Bobbers are old skool kool little rigid bikes with brand new stock Harley Evo motors and trannies, offering reliability and an ultra low price. How low? We ain't tellin'. Call Jerry to find out at 580-256-2939 or hit www.covingtonscyclecity.com.

E.A.R. Inc

Do you have constant, nagging, ringing in your ears from years of riding motorcycles? I do, and it's a bitch! The combination of wind noise and loud pipes will destroy your hearing. Thankfully, Garry G. Gordon, M.S. can help. His company, E.A.R. Inc. offers specialized hearing systems that can save your hearing. Once your hearing is gone, it is gone, so call E.A.R. Inc. and find out how their hearing systems can save your ears. Call 800-525-2690 or visit www.EARinc.com.

Metzeler Bike Show

With the absence of the famous Rat's Hole Show, *BIKER* magazine held a killer custom bike show as did the folks from Metzeler Tires. The Metzeler show was held in the parking lot of the Journey Museum in Rapid City on Tuesday during the Rally. Our old friend Rick Menapace put this little party of about 40 bikes together. Naturally, all the gleaming iron on display used Metzeler rubber.

The judges had their work cut out for them (I know, I was one of them). At 6 p.m. we announced the proud winners, and the Best of Show winner who would be taking his bike all the way to the famous EICMA show in Italy. Best of Show honors went to Mike Brown and his mind-melting AMEN chopper. Besides trophies, many of the winners received Metzeler tires and their bikes will be shot for various motorcycle mags including *Easyriders* and *V-Twin*. Congratulations to all who entered, we'll do it again next year!

— Phantom Dave

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CHANGE OF IGNITION CHANGED ME

My '84 1/2 FXR will suddenly decide to quit running one cylinder. By shutting off the key and quickly turning it back on the bike will run as normal. There seems to be no pattern. Sometimes it happens after a mile or two or sometimes after a couple tanks of gas. Mostly it happens at road speeds of 65 mph and above. I have changed the ignition and ignition module to no avail. Even though the backfire unnerves the people I ride with, my main concern is blowing a gasket somewhere. Any ideas?

Gary Stone
Wyoming

Sorry, but I'm not quite clear on what you mean by "ignition." Changing the module was a good call, but I'm not sure if you changed the coil and sensor. The problem is probably with one of them, most likely the sensor, so go ahead and replace either part that you haven't already.

Faulty wiring connections, circuit breakers, and switches can also cause intermittent misfires, but usually in both cylinders. If you're really just losing one, I think your problem is probably with one of the other components we talked about.

Electronic ignitions don't require as much maintenance, but points start looking pretty damn good when it comes time to troubleshoot them.

PLEASE AND PREGO

I have been a subscriber to *Easyriders* for years. I have purchased a 1969 Harley Sprint. The engine is an Aermacchi. I am trying to find a repair manual and parts. I tried Moto-Italia in Boulder Creek, California, and Dudley Perkins in Frisco, but they said they could not help. Please steer me in the right direction.

Dever H. Lane
West Virginia

Check out the Aermacchi. H-D Club c/o Eric Spurgeon, 1015 N. 20th St., Lafayette, IN., 47904. Call Eric at 765-446-9183 or click up his site at members.aol.com/italianhd. I'd also suggest subscribing to Walneck's Cycle Trader. Call 800-877-6141 for more info.

You might find a Sprint manual and maybe even a few parts at a pre boutique-era H-D dealership. Start with Robison's in Daytona, 386-255-6788, and Roeder H-D in Monroeville, Ohio, at 419-565-2546.

Try eBay, it's a good place to find obscure stuff, too. If you're not online, find a buddy who is, drop in on him with a six-pack, and ask him to show you how eBay works.

SINGLE-FIRE OR STOCK

I have decided to change the ignition in my '97 FXDWG. Should I bother with single fire? Will it improve the way my Wide Glide runs? There is nothing wrong with the stock ignition, I was just wondering if single fire would improve my performance or gas mileage.

Anon
Via the Internet

Don't bother, unless you just like the look of two coils. As far as I know, no one has ever proven that single fire does anything one way or the other.

EXACTLY HOW MUCH PRESSURE

I have a 1990 Softail that I bought from a friend. He had it hopped up and it runs pretty good for an 80-inch engine. Sometimes it makes a rattley noise when you give it gas and I think this might be from too much compression.

The shop that built the engine went out of business and he doesn't know if the compression ratio was changed or not. Can you tell me how to determine the exact compression ratio, or what I could do to get rid of the rattle? This is a nice bike, but the rattle is a pain in the ass.

Nick
Via the Internet

To calculate the compression ratio, divide the sum of the cylinder volume plus the combustion chamber volume by the chamber volume. The only problem is that determining the chamber volume with the engine in the bike is a little tedious.

You'll have to remove the head and pushrods from one cylinder, bring the piston up to TDC, seal it with grease, reinstall the head, tilt the bike so the spark plug hole is at the high point of the chamber, and measure the chamber by filling it up to the bottom of the spark plug hole with alcohol or mineral oil. Obviously, you'll need to know how many cc's it takes to fill the chamber.

Once you've determined that, add the chamber volume to the cylinder volume and run the formula. Assuming a stock bore, your 80's cylinder volume is 670cc. We'll do the math with a hypothetical 72cc chamber. 670 + 72 = 742. 742 divided by 72 = 10.3. Expressed as a ratio, that would be 10.3:1.

Personally, I'd concentrate more on fixing the problem than measuring the CR. Start by timing your bike with a light. At full advance, the 35-degree mark should appear in the middle of the inspection hole. You'll want to retard overall timing to 32 degrees.

Do that by loosening the ignition plate and slowly rotating it counterclockwise while whomever you can dupe into looking into the inspection hole with the timing light watches the mark move forward. When it is halfway between the center and forward edge of the hole, tighten the ignition plate back down.

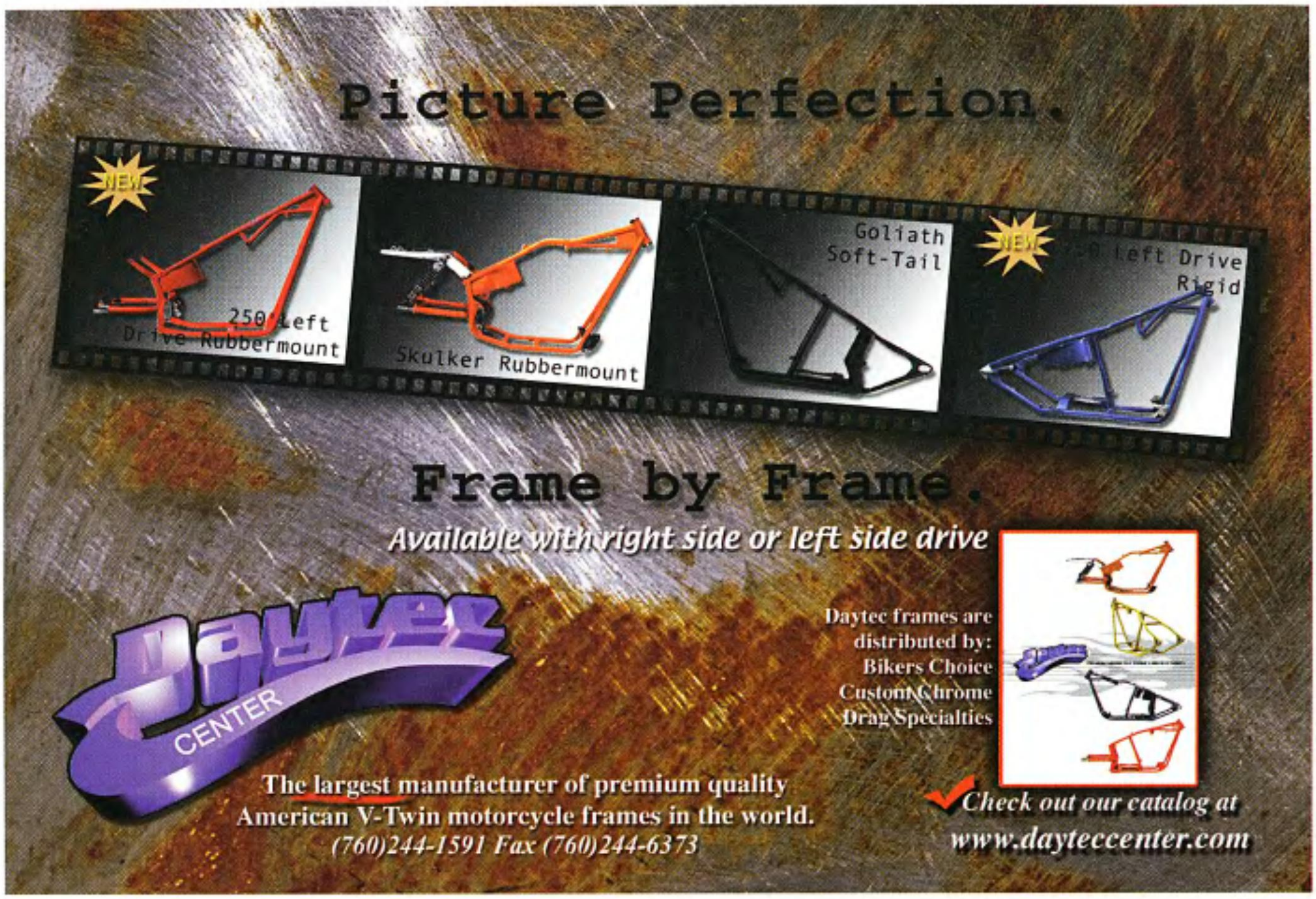
Go for a test ride to see if that fixed your problem. If not, try a less aggressive advance curve, assuming that you have a performance ignition with that capability. You should be able to find a curve that gets rid of the knock, but it may cost you more throttle response than you're willing to give up.

If that's the case, a cam change may be your next step. Without knowing what cam you have now, I can't make a specific recommendation. Basically, you'll be looking for something that closes the intake valve 2 or 3 degrees later than your present cam.

I'll wind this down by saying that I'm taking a few things for granted here. First is that you're using the best pump gas you can find, and that your carb isn't too lean. Also, I'm sure that you're riding intelligently and downshifting when you need to. It's hard to find an engine that won't ping if you whack the throttle open when you're loping along at 2,000 rpm or pulling a long hill in high gear.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



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The New 2004 Harleys Are Here

HARLEY-DAVIDSON'S 101st YEAR BRINGS A HOST OF NEW FEATURES ACROSS THE BOARD AND AN ENTIRELY REDESIGNED SPORTSTER LINE

As Harley put the lid on its yearlong centennial celebrations, the famous manufacturer also unveiled its new 2004 motorcycle lineup.

Highlights of the 2004 model line include a totally revamped and redesigned Sportster line featuring a rubber-mounted powertrain, a stiffer frame and lower seat heights. Four Sportster models, including the new XL 1200 Roadster are paying homage to 47 years of Sportster heritage while striving to deliver a new level of comfort and performance, as Harley enters its second century of building American motorcycles.

Other exciting news for the Harley-Davidson model line include the VRSCB, a V-Rod with a blacked-out interpretation of the award-winning, liquid-cooled VRSCA power cruiser. The touring line will feature the all-new Road King Custom and the restyled Road Glide. For 2004, electronic fuel injection is offered on all Dyna models that will also get new fuel tanks and console designs.

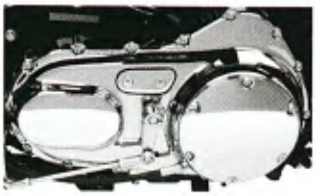
As soon as we can get our sticky paws around the bars of some of the new Sportsters or CVO bikes and make them beg for mercy, we'll let you know what we think of them in one of our road tests. In the meantime you can go ahead and feast your eyes on the 2004 Harley-Davidson model line and get a feel for what's going on this year on your dealer's showroom floor.

—Lafayette

WE INCLUDED A QUICK OVERVIEW OF EACH MODEL. FOR FULL DETAILS AND SPECIFICATIONS, LOG ON TO WWW.HARLEY-DAVIDSON.COM OR PAY A VISIT TO YOUR LOCAL HARLEY-DAVIDSON DEALER WHO CAN TELL MORE THAN YOU EVER WANTED TO KNOW ABOUT ALL THE 2004 BIKES.

THE SPORTSTER FAMILY

Bringing modern technology updates to 47 years of hot rod motorcycle tradition, the Sportster platform has been totally changed by Harley. Four models are now available in two engine displacements and two styles. Each is powered by a redesigned Sportster Evolution powertrain that's rubber-mounted to a new frame that Harley says is 26% stiffer than the previous generation. Sportsters now feature a lower seat position and come in 16 color choices including standard, pearl and two-tone color schemes. Additionally, over 180 Genuine Motor Parts and Accessories are available for the new Sportster, including Screamin' Eagle performance parts.



New Model

XL 883 SPORTSTER

The 883 sets off to establish a new standard for middleweight custom motorcycles. The lower seat height (27.3 inches), reduced clutch lever effort and rubber-mounted engine help make the Sportster 883 more comfortable and easier to ride. Its stiffer frame and enhanced brakes mean it still delivers the agile handling that is the heart and soul of a Sportster.

XL 883C SPORTSTER CUSTOM (OPPOSITE PAGE TOP LEFT)

The bold new Sportster 883 Custom offers fresh, swept-back styling. The rubber-mounted engine and low seat height (26.3 inches) make this a bike you can ride all day. The new fuel tank holds 4.5 gallons yet retains its famous "peanut" profile. Pullback handlebars and new, swept-back risers move the grips 1.5 inches further back, while the new foot controls are also mounted 1.5 inches back for added comfort.

New Model

XL 883C SPORTSTER CUSTOM

New Model

XL 1200R SPORTSTER 1200 ROADSTER (BELOW LEFT)

A new model designed to pay tribute to the no-nonsense style of the original 1957 XL Sportster, the Sportster 1200 Roadster offers wide, polished handlebars, 13-spoke alloy wheels and a timeless fuel tank design. Dual front disc brakes and tachometer standard.

New Model

XL 1200C SPORTSTER 1200 CUSTOM (ABOVE)

Long, lean and mean, the Sportster 1200 Custom was built to rule the street. The new 4.5-gallon fuel tank retains the classic "peanut" profile, and the new riser and pull-back handlebars lend a swept-back style. Handlebars and foot controls are 1.5 inches further back for 2004. The new Evolution 1200 rubber-mounted engine makes it more comfortable while a generous dose of chrome makes it stunning.

THE DYNA FAMILY

Harley continues to set the standard for factory custom style and performance with a four-model Dyna Glide line for 2004. For the first time, each Dyna Glide model will be offered with a choice of carburetor or electronic fuel injection on the 1450cc Twin Cam V-twin engine. New on all 2004 Dyna Glide models are restyled fuel tanks that are longer than the previous tanks. The restyled tanks are topped with new, full-length consoles. The ignition cover and electrical panel covers have also been redesigned.

The EFI is a closed-loop system identical to that used on the Softail and Touring lines. It automatically adjusts for changes in air temperature and elevation, and offers fast, easy starts, hot or cold, with no choke. An idle air bypass system monitors engine speed and delivers a consistent idle that is scan-tool adjustable from 800 rpm to 1,250 rpm. A knock-detection feature senses engine knock by monitoring ions, and retards spark to protect the engine should knock occur. A heat-management system automatically adjusts the engine speed and fuel-delivery rate to help the engine run cooler and enhance rider comfort, especially when the bike is operating at low speeds or in a stop-and-go situation. A new returnless fuel system reduces fuel lines from two to one. EFI-equipped engines offer outstanding driveability in all environmental conditions, yet retain the traditional Harley big twin sound.

FXD/I DYNA SUPER GLIDE

An outstanding value, the FXD Super Glide is priced to make extensive customization an affordable option. Its traditional custom styling offers a clean canvas on which the owner can exercise his or her imagination with Harley-Davidson Genuine Parts and Accessories. Of course, you can just enjoy it way the factory built it.

FXDX/I DYNA SUPER GLIDE SPORT

The FXDX Dyna Super Glide Sport offers a tough, competition-inspired style in the custom profile, with alloy wheels, black-on-black engine, chrome exhaust, and sport suspension. The Super Glide Sport offers nimble backroads agility and excellent lean angle capability. (The FXDXT Dyna Super Glide T-Sport has been discontinued for 2004.)

FXDL/I DYNA LOW RIDER

The FXDL Dyna Low Rider offers a long, low profile with a raked-out fork styling that's favored by many riders. Its 25.2-inch seat height, easy-to-reach pullback bars, mid-mount foot controls and a low center of gravity make it a great choice for shorter riders, but this is a bike any rider will enjoy.

FXDWG/I DYNA WIDE GLIDE

The FXDWG Dyna Wide Glide is a practical interpretation of the classic California custom chopper, from its raked fork and laced, 21-inch front wheel to the bobtail rear fender and stepped seat with sissy bar. This new style fuel tank and console greatly enhance the look of the 2004 model.

THE SOFTAILS

Some ideas never go out of style. Inspired by the classic design cues introduced on bikes like the 1936 Harley-Davidson EL, the 2004 Harley Softail family retains the clean profile of the vintage hardtail frame in a variety of custom and classic styles.

Each of the six 2004 Softail models utilizes a frame with the classic hardtail style while offering a modern, comfortable ride thanks to hidden horizontal shocks. To maintain the classic hardtail look, the 1450cc Twin Cam 88B engine is rigid-mounted in the frame. The engine is equipped with internal balance shafts that eliminate 90% of primary vibration for a smooth, comfortable ride. The Twin Cam 88B engine is available with a carburetor or Sequential Electronic Fuel Injection on all Softail models. Softail models are offered in 13 solid and two-tone colors for 2004.

FXSTS/I SPRINGER SOFTAIL

The only motorcycle on the market today sporting a classic springer fork, the FXSTS Springer Softail gets a new attitude for 2004 with a wider, flat handlebar and a low, smooth Badlander seat with subtle top-stitching. The bobtail rear fender and laced 21-inch front wheel complete the look that's a little edgier than before. (The FLSTS Heritage Springer model has been discontinued for 2004.)

FXSTD/I SOFTAIL DEUCE

Long and clean, the FXSTD Softail Deuce gives the classic hardtail profile a distinctly modern twist. The stretched out fuel tank and console are the key elements on this bike. The clipped rear fender and chromed fork finish the job.

FXSTB/I NIGHT TRAIN (BELOW)

For the rider who's partial to black, the FXSTB Night Train is as dark as night, black as coal. You can choose vivid black or new lava red sunglo paint on the tank and fenders, accented by wrinkle-black trim on the engine covers and a black tank console, air cleaner, oil tank and rear fender support. The chrome pipes look even brighter surrounded by all that black trim. A new 3-D tank emblem is only available on the Night Train.

FXST/I SOFTAIL STANDARD

The FXST Softail Standard delivers the basics of the classic hardtail style in an affordable package an owner can make his or her own through customization. Harley builds the bike. You finish the interpretation.

FLSTF/I FAT BOY

Big and burly and still king of the boulevard, the FLSTF Fat Boy is one of the most desired motorcycles on earth. Deep fenders, chunky rubber, a big headlight and those wide handlebars combine to cut a broad path wherever the Fat Boy rolls.

FLSTC/I HERITAGE SOFTAIL CLASSIC

With a look that's a flashback to the Eisenhower era, the FLSTC Heritage Softail Classic will shimmer in the lights of the drive-in. Sporting studded leather saddlebags and seat trim, detachable windshield, passing lamps, full skirted FL fenders and high touring handlebars, you'll be cruising.

THE TOURING LINE

The popular Harley-Davidson Road King series achieves a new level of cool with the introduction of the all-new FLHRS/I Road King Custom, one of seven models in a diverse line of touring models from the Motor Company for 2004. Lowered and laid back, the Road King Custom has a smooth new look. Meanwhile, the FLHTRI Road Glide has been refreshed for 2004 with new graphics, a repositioned fairing and a new package of wheels, bags and trim items.

An important change to all Touring models for 2004 is the introduction of a new rear tire that will offer 30% longer life than the tire it replaces. The new 143mm MU85 tire replaces the 132mm MT90 rear tire, and is approximately 0.5 inch, or about 8% wider.

All 2004 Touring models are powered by a vibration-isolated Twin Cam 88 V-twin engine, and each benefits from chassis updates implemented in 2002 that improved stiffness and ride quality at all speeds, including a larger, 180% stiffer swingarm; redesigned engine mounts; a larger, 1-inch-diameter rear axle; and improved suspension.

FLHRS/I ROAD KING CUSTOM

The new FLRHS Road King Custom is smooth and lean, with more than a little dose of the buff California beach look. To achieve a longer, laid-back look, the rear suspension was lowered. All trim was removed from the front and rear fenders to give them a smooth, clean look that complements the new smooth, leather-covered saddlebags and matching seat. Instead of a windshield, the Road King Custom sports a new triple-clamp cover and a chrome wind deflector. The finishing touch is a wide, pull-back beach bar handlebar. Other features include new chrome slotted alloy wheels, new electro-formed, nickel-plated tank badges, a stretched fuel tank console with a new silver-faced speedometer, bullet front and rear turn signals, a new chrome sculpted lightbar, and streamlined footboards, passenger pegs and brake pedal. Electronic fuel injection is an option on this model.

FLHR/I ROAD KING

The FLHR Road King delivers classic Harley styling and long-haul comfort, with standard features like a detachable windshield and locking nylon alloy saddlebags. The Road King is offered with a standard carbureted or optional fuel-injected Twin Cam 88 engine for 2004.

FLHRCI ROAD KING CLASSIC

A tribute to the heritage of Harley, the FLHRCI Road King Classic is built for long days on the road. The Road King Classic combines styling details like wide whitewall tires, laced wheels and leather-covered saddlebags with features that make it perfectly suited for touring, including standard sequential port fuel injection, cruise control and air-adjustable rear suspension. With a comfortable seat, plush ride and smooth power of the EFI Twin Cam 88, you'll be headed for the horizon.

FLTRI ROAD GLIDE

The sleek FLTRI Road Glide has been redesigned for 2004 with changes that are both cosmetic and practical. Inspired by the Custom Vehicle Operations Screamin' Eagle Road Glide produced in 2000 and 2001, the 2004 Road Glide has been restyled with a silver theme. The result is a touring bike with a more sleek, streamlined profile.

The frame-mounted, wraparound fairing has been improved for 2004. The windshield now has a more aerodynamic look without sacrificing wind protection for the rider. Equipped with the fairing, electronic cruise control and a 40-watt AM/FM/CD sound system, the Road Glide is a true long-range thoroughbred.

FLHT/I ELECTRA GLIDE STANDARD

One of the values in the Harley-Davidson line, the FLHT Electra Glide Standard offers a host of basic touring amenities, including locking saddlebags, fork-mounted fairing, and air-adjustable rear suspension. New this year is a comfort-stitch seat that replaces the plush button seat used on previous models. The new seat eliminates pressure points and water pockets created by the sat buttons. A new rear tire is slightly wider and offers longer life for added touring pleasure and reduced service cost. Available in carbureted or EFI version, the Electra Glide Standard is a great entry-level touring mount or a starting point for the rider who wants to customize a bike to his or her exact specifications.

FLHTC/I ELECTRA GLIDE CLASSIC

Here's a bike that offers everything you really need for long-haul touring. The FLHTC Electra Glide Classic (available with a carbureted or optional EFI Twin Cam 88 engine) is a step up from the basic but not loaded with every single bell and whistle. Features include the King Tour-Pak rear luggage box with passenger backrest, full engine instrumentation, additional fender and saddlebag trim, and chrome engine covers. Electra Glide Classic also has the new comfort-stitch touring seat that replaces the plush button seat used on previous models. The new seat eliminates pressure points and water pockets created by the seat buttons. A new rear tire is slightly wider and offers longer life for added touring pleasure and reduced service cost.

FLHTCUI ULTRA CLASSIC ELECTRA GLIDE

The ultimate touring machine from Harley, the FLHTCUI Ultra Classic Electra Glide offers every feature a serious touring rider could ask for, including electronic cruise control, standard fuel injection, lower fairings with storage compartments, full instrumentation, passenger sound system and CB radio and intercom. A newer rear tire is slightly wider and offers longer life.

V-ROD IS NOW A FAMILY

Long, menacing and very blacked-out, the new VRSCB V-Rod joins its brother the VRSCA as a power cruiser that sets its own agenda. The new V-Rod is designed to show even more attitude and strives to appeal to the more traditionalist rider with an interest in performance.

Both models of are almost identical mechanically. Power comes from the fuel-injected, liquid-cooled, 115-horsepower, Revolution V-twin engine, ready to rev all the way up to its 9,000 rpm redline. Bodywork is still all aluminum, supported by a tubular, hydroformed chassis.

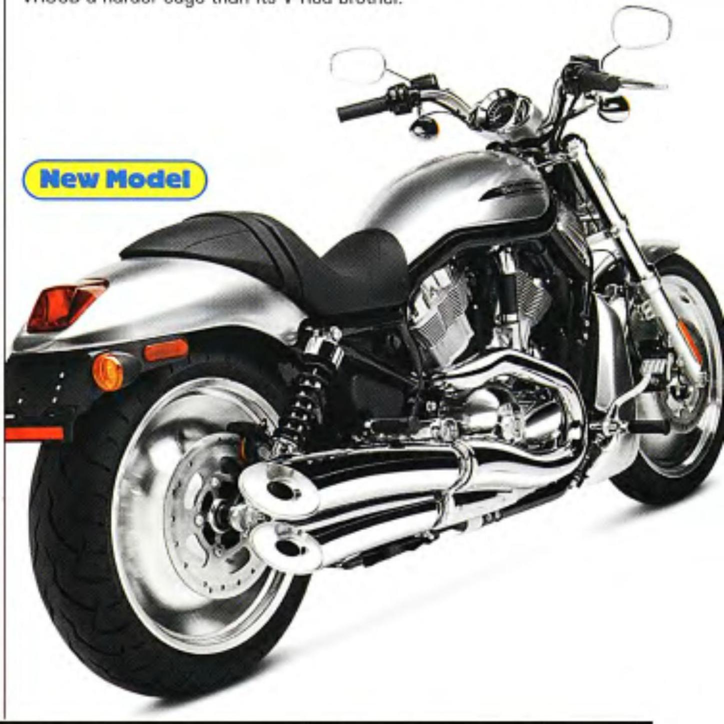
Several mechanical changes were made to the V-Rod platform for 2004, including a 28-tooth front sprocket in place of the original 30-tooth unit. This modification is said to allow the bike to launch off the line and improve roll-on acceleration.

VRSCA V-ROD

The world's favorite power cruiser is available in five new colors for 2004, replacing the originals silver anodized aluminum bodywork. New color choices include impact blue, lava red sunglo, two-tone luxury teal and brilliant silver or smokey gold. Of course there's always vivid black, a timeless favorite with Harley riders the world over. All color choices also feature new raised chrome letter graphics that highlight the paint. All VRSCA bikes receive a new silver-leafed aluminum frame paint with higher sheen than the original silver paint.

VRSCB V-ROD

Consider this a reinterpretation of the original, a V-Rod from the tough end of the gene pool. Start with a black frame and black-and-silver engine with polished highlights, then add black to components like the control levers, rear springs and brake calipers. Then choose from colors anodized aluminum, vivid black or racing orange. Finally, a new interchangeable handlebar and minimalist, silver instrument housing give the VRSCB a harder edge than its V-Rod brother.



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GANGSTER CUSTOM CYCLES

DEALER WINS

When Mark Bettencourt's family moved from Massachusetts to sunny south Florida, no one would have guessed he'd be earning a living building custom bikes. His first bike was a Kawi 600 but he always wanted to throw a leg over some American Iron. By moonlighting as an HVAC technician, he saved up enough dough to open his own bike shop, Gangster Custom Cycles in Dania, Florida.

This bike is Gangster's first ground-up custom and since the GCC team had not yet been at it long enough to establish any dealer accounts until this project, the necessity to get some parts for this bike is what helped them earn dealer status...

and the name just stuck. They've built only six bikes so far, but have won over a dozen trophies as a testament to how much everyone seems to appreciate the kind of ride they roll out. Sure they have a lot of iron to show for the kind of bike they build, but imagine riding their show bikes from the dirty south to Daytona, Florida, last year and not even thinking about bringing the obligatory emergency trailer along "just in case."

Not bad considering they took 17th place overall out of 250 custom motorcycles.

This particularly sweet ride has a Redneck Engineering frame as a starting point, and, according to Mark, it is that fatassed frame that gives his bike the softest big-tire ride on the road. At Gangster Custom Cycles, there are always customers that come in to ask where to find a certain hard-to-locate part. Mark always gives 'em a Custom Chrome catalog and says, "Read the CCI bible, it's all in there." Within three weeks of any major bike event, the five-person crew is working 20 hours a day to get the new stuff out.

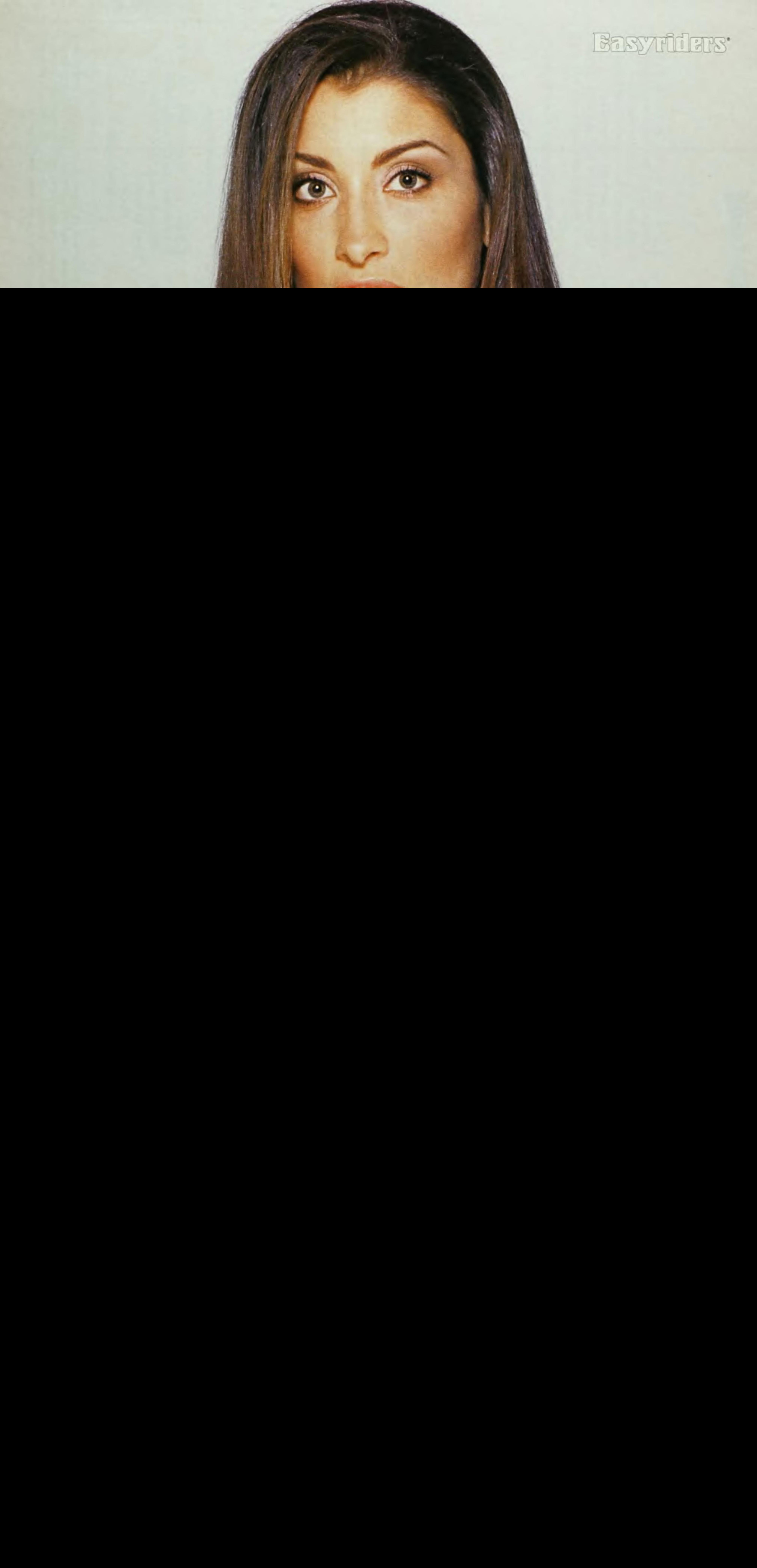
When we got them to take a break from wrenchin' and fabrication, we found out they've been busy working on two bikes for the Sturgis Rally and Races. One is a gooseneck-framed Evo and the other is a li'l Sporty-based chopper. Marlowe Buelvas is Mark's partner in crime. A Pro BMX rider turned superbike racer, Marlowe has a background in marketing and will take care of making the new line of clothing and parts available on their Web site, www.gcycles.com. They've got more than a few tricks up their sleeves. Besides their grips, handlebars, pipes, air cleaners, and cone-shaped axle spacers, you'll want to keep your browser pointed nearby for a top secret, revolutionary product. Of course, if we told you about it, they would be getting copied before you got to see it on your scoot, right?

Carlos Saavedra is their hard-core tuner from Venezuela who cut his teeth on some old shovels and pans back in his home country, and he really knows how to make a V-twin motor get up and walk the dog. Fred Wright performed molding marvels on the sheet metal and frame, while their painter extraordinaire, Chip did his best eye-tickle trick with the paint.

Four days before this year's Rat's Hole Show in Daytona, they discovered a problem with the gas tank. During the plating process, some acid embedded into lateral recesses of the tank and began gnawing a giant gash into its midline. Everyone, especially the crew at Classic Chrome Specialties, began working around the clock for 48 straight hours to build a new fuel cell from scratch in time to roll to Bike Week.

Every other weekend, Mark and the Gangster Choppers regulars are out for a roll to Key West, Florida, stopping off in Islamorada in the Keys for scenic Kodak moments. Otherwise they can be found in a downtown area known to locals as Himarshee at their favorite watering hole, The Poor House. Look for 'em on Beach Street during Biketoberfest in Daytona Beach. Maybe you'll catch a glimpse of them with their front tires locked together for their trademark maneuver—"dueling smokies."

—Cheese Tater


Easyriders

passin' gas

Mad Mike and his ol' lady were havin' a heated argument when Mike storms out of the house and hollers back, "...And you're no damn good in bed either!"

After a few hours, he calls home on the phone to try and make up, but when his ol' lady answers, she's all out of breath.

"What took you so long to answer the phone?" Mike asks. "And why the hell are you panting?"

"I was in bed with the mailman," she answered, between breaths.

"I wanted to get a second opinion."

Cowboy
Greenville, Texas

The day before his wedding, Big Bill's son asks him if he has any fatherly advice to impart before the big event.

"Just two things," Bill replies.

"First, tell her ya gotta have one night a week to go out with the boys."

"And what's the second one?" asks the son.

"Don't waste it on the boys..."

Josh
Camp Snoopy, Oregon

Spike's new ol' lady was a cute, young, blonde hardbelly. When she brought him home to meet the folks they were appalled by his beard, tattoos, greasy jeans and leather jacket.

After dinner her mother took her aside and said, "This new friend of yours doesn't seem like such a nice guy."

"Oh, please, mom," the daughter says. "If he wasn't a nice guy, why would he be doing 300 hours of community service?"

Big Jim
Green Acres, Pennsylvania

Lurch took his date, Cindy, to an X-rated movie. They purchased some refreshments and then headed to their seats.

Soon after the on-screen action started, Cindy put her hand on Lurch's lap.

She looked at him and said, "I see you're getting turned on too. But why is it so cold?"

"Because you're jerking off my popsicle!" he replied.

Bill Reid
The Knolls, California

Sittin' at the bar one night, Hank asks Tex, "If your dog is barkin' at the back door, and your ol' lady is hollerin' at the front, which one do you let in first?"

"That's simple," says Tex. "Ya let the dog in first. At least ya know he'll shut up once he's in...."

Vernard Davis
Slamarillo, Texas

On the morning of Zeke's execution, the prison chaplain paid him a visit.

"I know we've never really spoken before, but because of my help they are going to allow you 10 minutes of grace before carrying out your sentence," says the priest.

Ol' Zeke shrugs and says, "That isn't very long, but what the fuck. Send her in."

Rocky
W. Palm Beach, Florida

Have you heard about the new Palestinian sex doll they're sellin'?

When ya get it home, and unwrap it, it blows itself up!

Rooster
Bakersfield, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Mark Bettencourt
City: ....Dania, Florida

General

Fabrication: ..Gangster Custom Cycles
Year/make:........2003 Gangster
Model: ....Dealer
Assembly: ....Gangster Custom Cycles
Time: ....500 hours
Chroming: ......Classic Chrome Specialists

Engine

Year: ....2002 Patrick Racing
Rebuilder:..........Patrick Racing
Displacement: ....113 cubic inches
Cam: ....Patrick Racing
Carb: ....S&S Super G, specially prepared
Pipes: ......Thunder Cycles C-2

Transmission

Year/make: ....2002 Baker 6-speed

Painting

Molding: ....Fred Wright of Free Agent Choppers
Painter: ......Chip at Free Agent Choppers
Color: ......royal blue metalflake
Type: ....House of Kolor
Special paint:......Kandy Pagan Flames and ghost flames by Chip

Frame

Year/make: ....2002 Redneck Engineering
Type: .."Gettin' High" 240 rigid
Rake: ....42 degrees
Stretch: ....8 inches up, 5 inches out

Accessories

Handlebars: ....GCC
Handlebar controls:..........GCC
Fenders: Thunder Cycles front/ GCC Rear
Headlight: ......Headwinds mini
Taillight: ....Choppers Incorporated
Pegs: ....GCC
Foot controls: ....GCC
Gas tank: ....GCC
Oil tank: ....GCC
Seat: ....Keith's
Mirrors:..............Thunder Cycle
Grips: ....GCC

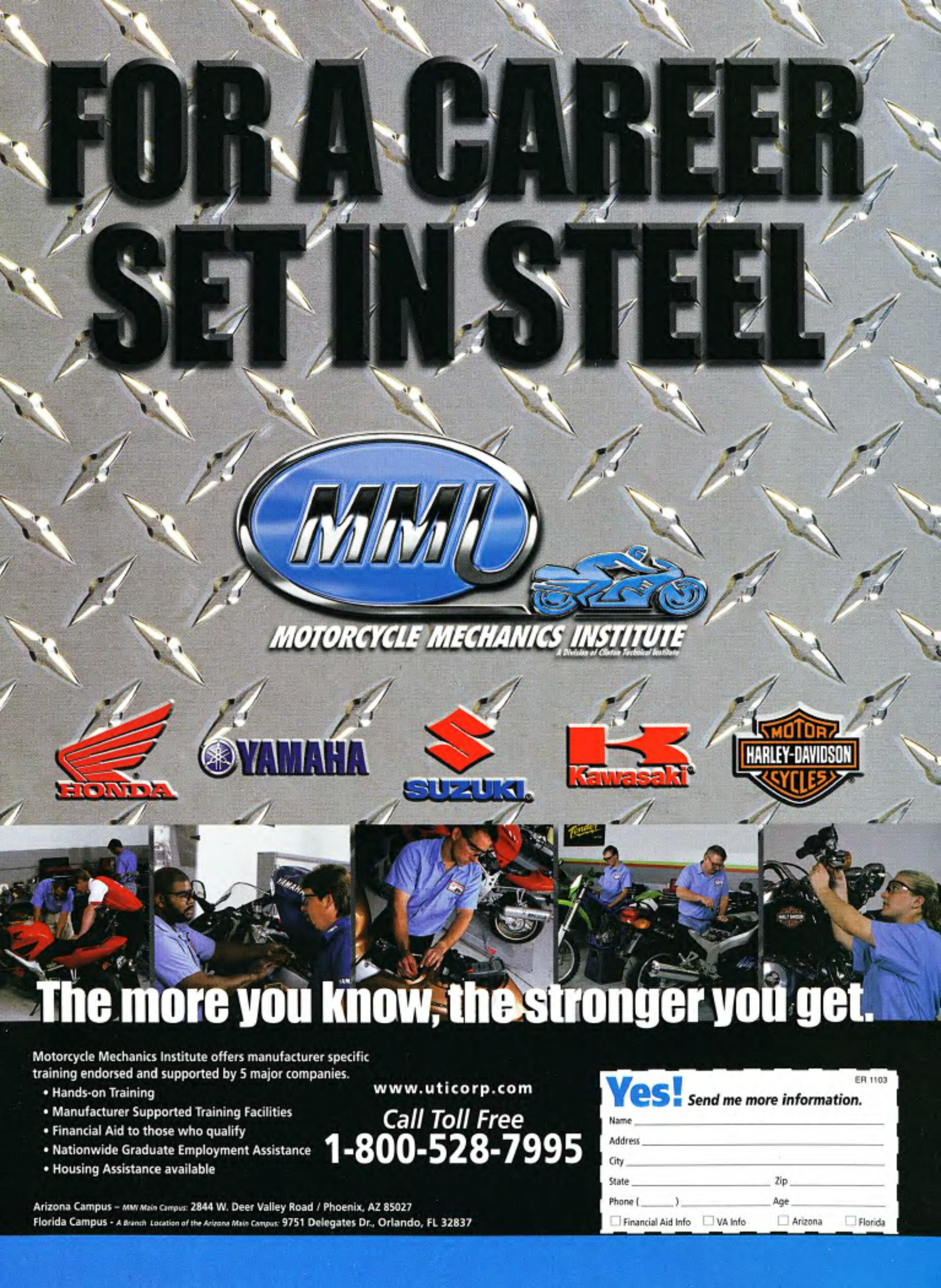
Front end

Type: ....mid-wide 8 inches over extension
Builder: ....GCC

Wheels

Make: ......Custom Chrome Inc.
Size: ....2.15-x-21-inch front, 8.5-x-18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine

Photos: ....Don Rogers



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ARTIST TOM FRITZ CAPTURES THE WIND ON CANVAS

HARLEY MOMENTS IN OIL

Those enchanting in-the-wind experiences that are so elusive and so impossible to voice are exactly what artist Tom Fritz strives to capture in his motorcycle paintings. His vividly colored scenes portray riders engulfed in one of those haunting moments that will be relived in reflection again and again. It's Tom's own reminiscences of such moments that he conveys with oil on canvas.

Photos of artwork courtesy of Segal Fine Art; photo of artist by Paul Dileski.

"On the weekends I used to take my sleeping bag, throw it on my bike and ride out alone up the Sierra Highway. I had some of the most incredible adventures. I project a lot of that —my personal experiences— into my paintings," he says. But at the same time, he says, it's an experience that any one can relate to.

"Anyone who sees the painting can fall into a story by just looking at it." What he is trying to do is translate those impressions, which swept over him on his bike trips, into a vision that anyone who views his paintings will understand, whether or not they've been there.

Now a licensed Harley-Davidson artist, Tom was discovered by H-D legend (and VP) Willie G. at a show in Las Vegas in 1997 where Tom was displaying his paintings. Willie liked Tom's work and, in 1998, Harley's Chicago ad agency called Tom to ask if he would create a number of paintings for inclusion in their annual report.

One thing led to another and Tom was eventually commissioned to produce paintings for Harley's 100th anniversary celebration. Some of Tom's paintings have also appeared on the cover of Harley's *Enthusiast* magazine. And now he is one of eight Harley-licensed painters displaying his works through Segal Fine Art gallery in Louisville, Colorado. Segal is the first officially licensed Harley-Davidson art publisher. (See: www.motorcycleart.com or www.fritzart.com)

Although there is no doubt that Tom is a true motorcycle artist, he is probably best termed a "transportation artist." Besides motorcycles Tom paints early-California hot rods and nostalgic classic cars, many of which can be seen in corporate collections by such current and past giants as Ford Motor Company, General Motors and Petersen Publishing.

His earliest memories, Tom says, are of both painting and two-wheeling. "Ever since my first grayest memories as a youth, I was fascinated with drawing, making marks," he says. Somewhat later, but still very young, Tom remembers "bouncing around on the back of my dad's Cushman." Tom's own two-wheel history began with a Honda trail bike, eventually graduating to the cruisers he rides now.

Born and raised in SoCal, Tom studied art at California State University Northridge and began his career as a commercial artist. He now lives with his wife Molly and two children in Newbury Park, set against the natural artwork of the Santa Monica Mountains. —*Paul Dileski*

In The Wind

The 445th Airlift Wing park Hogs in front the Hanoi Taxi, first C-141 to fly POWs out of Vietnam —*Mark Lockhart, Wright-Patterson AFB, Ohio*

Micah ridin' easy on his way to Jack Daniel's Distillery, Lynchburg, Tenn. —*Kim Manns, El Paso, Texas*

Boobs for beads! *—John Mooney, Brunswick, Ohio*

Is everything in Texas bigger *and* firmer? *—Gene Slater, Austin, Texas*

Brandy is ready to ride—and protect. *—Romy Teeter, Whittier, Calif.*

ABATE of Georgia event. Nice puppies. *—T.W. Banks, Atlanta, Ga.*

Eye-poppin' at the Pawhuska bike meet. *—Mikel Janitz, Tulsa, Okla.*

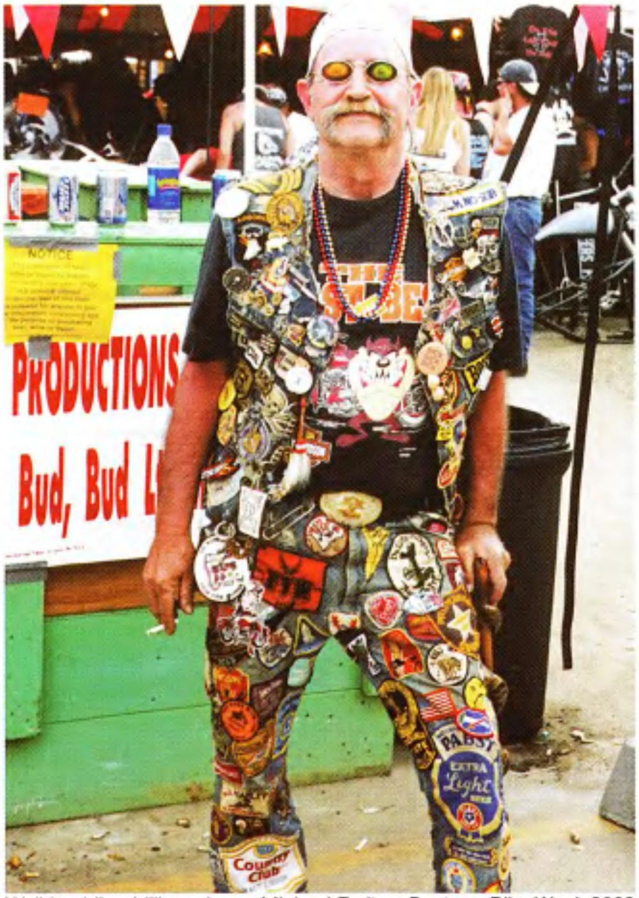
Dawgs on Hawgs '03. Wanna suckle? *—Gary Hillman, Jewett, Texas*

Saddam busters. *—SFC Graham Baker,* Scout/Snipers, *Baghdad, Iraq*

Mark, Melissa, high-five matrimony. *—Preston Brooks, Gregory, Mich.*

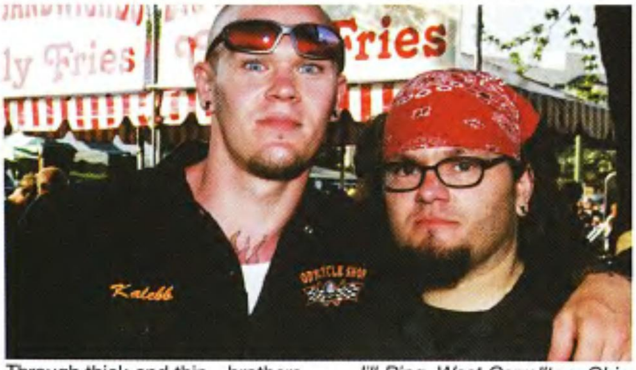
Arty at Conesville Hog Rodeo. *—Paul Giarratano, Marshalltown, Iowa*

No dawg on that hawg. —*Robert Hansen, Lake Summerville, Texa*



Walking biker billboard. —*Michael Freitas, Daytona Bike Week 2003*

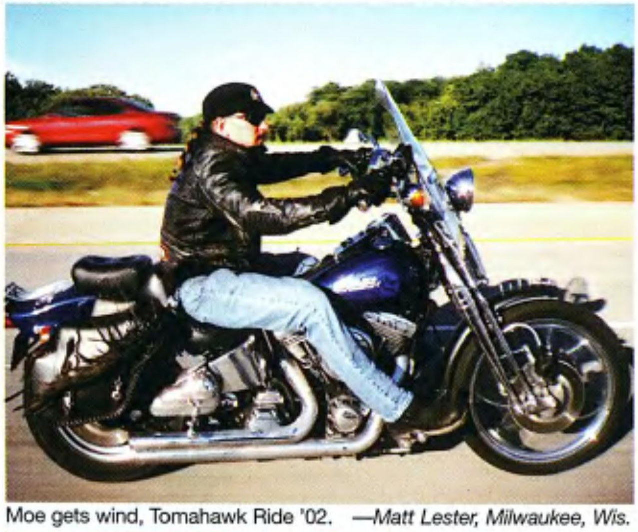
Randy and friends—a Sporty group. —*Katmandu, Indian River, Fla.*



Through thick and thin—brothers. —*Jill Ring, West Carrollton, Ohio*

Boob in the breeze. —*Loner, Hog Rock Rally, Cave-In-Rock, Ill.*

Proud sailors honor 20 years of puttin', er..., dedicated Naval service. *—Frank Kurland, Midwest City, Okla.*



Moe gets wind, Tomahawk Ride '02. *—Matt Lester, Milwaukee, Wis.*

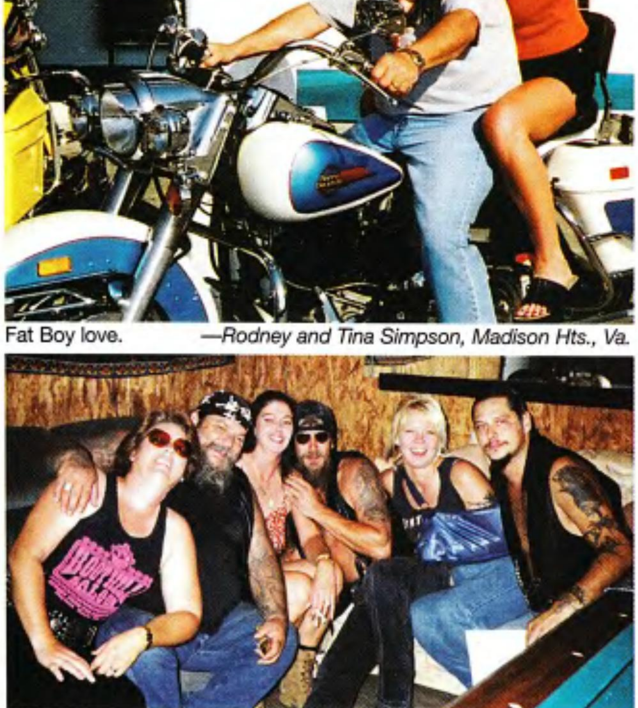
Tied-up. *—Tom and Cinde Goyette, Chapel In The Hills, Sturgis, S.D.*

All you need in life. *—Terry Bert, Frazier Park, Calif.*

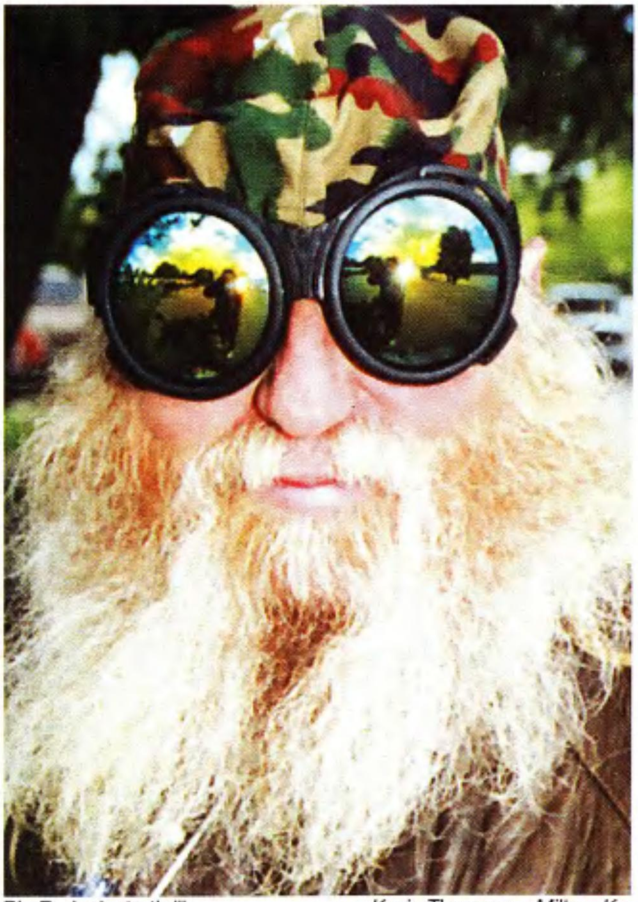
Sticker shock. —*Grover Nunnery, CBA Spring Meet, Charlotte, N.C.*

Red, white and boobs. —*Vic Pecorino, Lake Summerville, Texas*

Fat Boy love. —*Rodney and Tina Simpson, Madison Hts., Va.*



It's Miller time! —*Wrong Way, Stuart, Fla.*



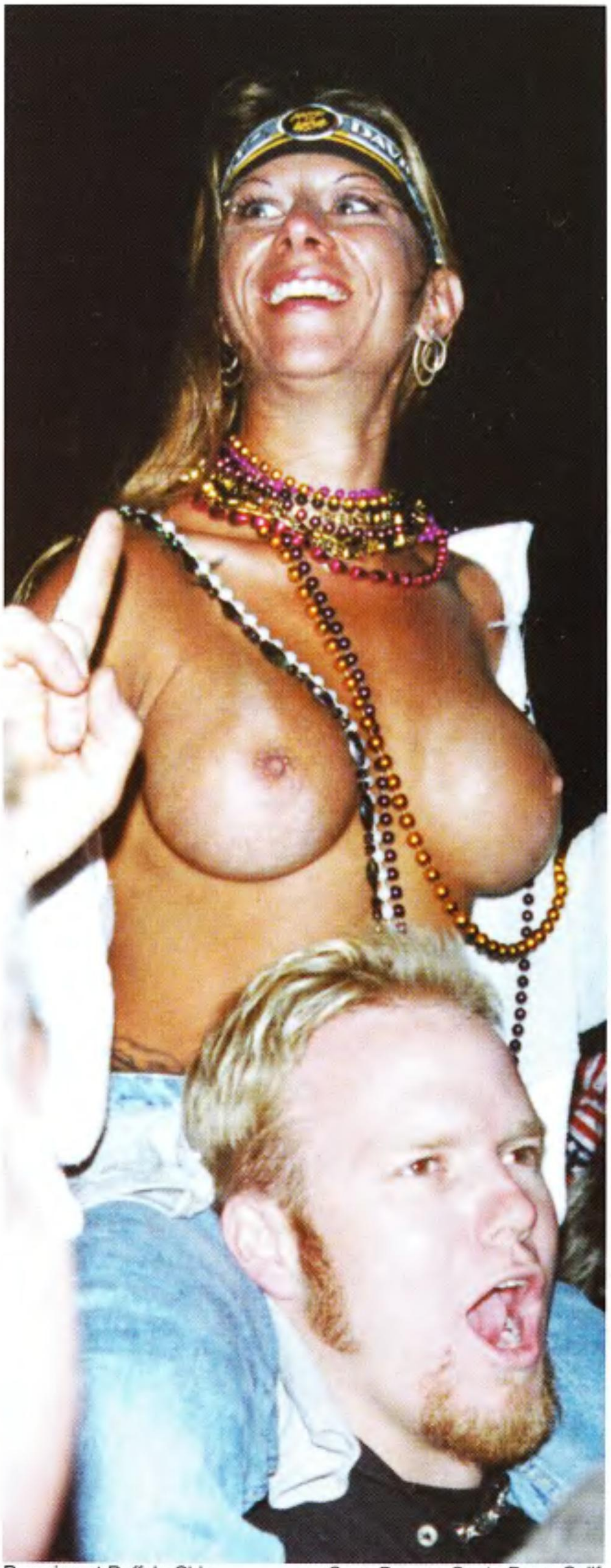
Big E—looks to thrill. —*Kevin Thompson, Milton, Ky.*

Big Daddy Dave is back. *—Daniel Price, Agoura, Calif.*

Shoot to thrill. *—Sgt. Michael Lane, South of Baghdad, Iraq*

Protective milk bags. *—Jill Tully, Daytona Bike Week 2003*

Inkslingin' nuptials. *—Ian and Lisa Wadleigh, Edmonton, Alberta*



Beaming at Buffalo Chip. *—Sean Burson, Santa Rosa, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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WIDE 180/230 FRAME KITS RIGID 759.33 up SWINGARM 1189.92 up SOFTAIL® 200 WIDE 968.99 up SOFTAIL® 230 WIDE 1836.52 up
WITH CHROME BILLET TREES & LOWER LEGS (shown) 680.84
FORK LOWERING SPRING KIT 57.55
SEAT PIN 5.06 up
SOFTAIL REAR LOWERING KIT 31.22 up
1 PC. STRETCHED TANKS 212.44 up
H-BAR M/CYL. 39.83 up
WIRING HARNESS KIT 42.75 up
TRANS. PULLEY 48.84 up
PULLEY COVER 19.38 up
BALANCE MASTER 69.94 up
NARROW GLIDE TO WIDE GLIDE® CONVERSION KITS 292.86 up
COMPLETE 21" FRONT END KITS 1179.63
YOST POWER TUBE 33.45 up
FLATSIDE TANK MOUNT KIT 38.16 up
CHROME PETCOCK 10.76 up
1200cc EVO XL CYL. & PISTON KIT 268.84
M-6 CHAIN TENSIONER 63.64 up
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MAGNETIC OIL FILTERS 7.11 up
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EASY PULL CLUTCH KIT 9.57 up
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ALTERNATOR ROTOR KIT 69.94 up
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CHROME TREES STEEL 146.03 up BILLET 198.84 up
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STOCK TAIL LIGHT 20.79 up
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JIM'S ROLLER ROCKERS 307.35 up
CLUTCH HUB PULLER 22.38 up
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EDDIE TROTTA BUILDS THE LAST CAMEL SERIES CUSTOM

Humpin' To Please

If you surf over to master builder Eddie Trotta's Web site you can buy yourself a monster 18-wheeler that will carry 13 long choppers with comfy sleeping accommodations for four people. Considering some of his multi-bike repeat customers, it could be the cool way to go. Just order your slew of new customs, load 'em all up and haul them home in style.

Eddie's Thunder Cycle Design, located in the heart of Bike Week's Daytona Beach in Florida still believes in two-wheels, but Eddie needs the parking space for his new truck, the ex-Camel series big rig recently acquired from R.J. Reynolds. It seems appropriate since he's built the last of the Camel series bikes; the program is now part of history.

"Camel liked the first two bikes I did for them," says Eddie, "but with this new project I had to top them. I had a new frame so I cut the neck off and bent the front tubes adding a big arc using the machine we have for making our exhaust pipes. I used a new gas tank that's something like a Sportster tank with a radius in the bottom. It had to be really long because there was 34 inches between the neck and the seat area. And because we wanted to hide the oil tank, we had to find a new place for the battery, locating it out of sight in the front spoiler."

You'll also notice that Eddie hid the front brake. When we asked where he put it since we couldn't find it, Eddie lowered his voice and said, "Can't tell you. It's a secret." But he did reveal to us that he plugged in a very special motor. "S&S gave me a killer 140-incher, one of only two they put together. They made some round cylinders on their own time that look more like their race cylinders but polish up really well because they're billet. It's a really tall motor so the frame had to be an inch and a half taller which made the bike look great because it exaggerated the design of our Drop Seat frame."

The motor also features the new heads from S&S with the electronic compression release so Eddie was able to plumb in a very small battery. The carb is a Davinci modified S&S while the left-side drive is hooked up with a Baker 6-speed and a Primo Brute V belt drive.

"While I usually play it by ear, it all started with a complete design sketch of the bike three months before I started." As for the bike's eye popping color scheme, Eddie says, "It was a mistake."

Now, we know Eddie has a tendency toward Italian exotic cars, and one day he swerved to the curb to check out the latest from Lamborghini at the auto toy store. "A friend in California had one and was bragging about it so I had to stop. So I'm there drooling all over the showroom window, and the car's looking awesome with this burnt orange color. And I'm thinking, wow, would this be a great color for my Camel bike since I'd never seen a bike painted this color…a copperish

burnt orange with a ton of metal flake in it.

"So I call PPG and say, 'you guys sell paint for Lamborghinis so bring me some.' They send the paint and it's like $600 a gallon or something. So we go ahead and paint the bike." Now Eddie pauses. "It looked like a Schwinn bike...it was dull, had no luster, the metal flake wasn't big enough. I was so disappointed I was, like, crying. So we decide to put mini red flames all over the bike, and that helped, but it still didn't have the luster I wanted. We decided to add silver leaf flames, but then it looked too bright and clashed. Then we pinstriped it, but they looked too bright and big. So I came up with the idea of spraying candy tangerine over the whole bike. It worked. It gave color to the silver leaf, brightened up the burnt Lamborghini color and gave it life. We added some sparkle pearl in the clear and now it's a great, great color."

The bike also features Eddie's "Death Grips" and "Death Stack" velocity stack. (Eddie's also got "pointy" shift pegs with catchy names like the "Impaler" and "The Shank" and a new frame called "Drop Dead.") The Camel bike also rolls on a new wheel design called "C-3" named for the 2003 Camel bike. You can catch them and all Eddie's other drop dead cool products at www.thundercycle.com or call 954-763-2100. *—Paul Garson*

Owner: ....(used to be) R.J. Reynolds Co. (now Mike Baab)
City: .... Winston-Salem, North Carolina

General

Designer: ....Thunder Cycle Design (Eddie Trotta)
Fabrication: .... Thunder Cycle Design
Year and make: ....2003 Custom
Model:..................2003 Camel bike
Assembly:.....Thunder Cycle Design
Time: ....Whatever it took
Chroming: .... S & H and Atlantic

Engine

Year:..2003
Model:.......................................S&S
Rebuilder: ....S&S
Ignition: ....S&S
Displacement:......140 cubic inches
Lower end: ....S&S
Balancing:................................S&S
Pistons: ....S&S
Heads:......................................S&S
Cam: ....S&S
Lifters: ....S&S
Carb(s): ....Davinci modified S&S
Air cleaner: ....Thunder Cycle Death's Stack
Pipes: ....Thunder Cycle Design

Transmission

Year: ....Baker
Modifications:.........Primo belt drive
Shifting: 6-speed

Painting

Painter: ....Chris
Color/type: ....candy tangerine over burnt orange
Type:.......................................PPG
Special paint: ....mini red flames/ silverleaf

Frame

Year:...2003
Type: ....Thunder Design Drop Seat
Rake: ....45 degrees
Stretch: ....10 up, six out
Shocks: ....shocking to ride

Accessories

Bars: ....Eddie's one-offs
Handlebar controls: ....PM
Fenders: ......Thunder Cycle Design
Headlight:......................Headwinds
Taillight: ......Thunder Cycle Design
Front pegs:..Thunder Cycle Design
Electrics:......Thunder Cycle Design
Gas tank: ....Thunder Cycle Design
Oil tank: ......Thunder Cycle Design
Oil system: ..Thunder Cycle Design
Seat: ....Jeffrey Phipps
Sissybar: ....nope
Grips: ....Thunder Cycle Design

Forks

Type:...........Thunder Cycle Design
Extension: ....of course
Builder:........Thunder Cycle Design
Special Features:..Spike lower legs

Wheels

Front

Size: 21-inches
Wheel: ..Thunder Cycle Design 3-C
Tire: ....Metzeler
Brake: ....Eddie's secret

Rear

Size:...............................240 series
Wheel: ....Thunder Cycle Design "3-C"
Tire: ....Metzeler
Brake: ....Performance Machine

Photographer: ......Michael Lichter

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Meet June's Winner

RECRUIT! I thought I told you to keep your eyes OFF your fellow boot camp victim. Yeah, that's right, your June Fox Hunt winner, Alyssa, put in her time serving our country. Imagine having to do push-ups just a few feet away from this little hottie. No, really. Put the image in your head of having to try and do this! Would you be able to push out more than anyone else, or less. Wouldn't matter to me, as by the time I would have been told to recover, I would have drilled a hole through to China and discovered oil! Alyssa is still serving this great nation of ours. No, she's no longer in uniform—unless you count her little school girl outfits. She is, however, dancing in nightclubs all over the eastern seaboard, smiling that big smile and showin' off those twin bunker busters of hers. Hell, I know she's seen her share of missiles being launched in her honor. To give ya a little closer look, flip over to Page 98, stand up, grip your Predator missile firmly in your left hand and offer her a big salute with your right. Then, you may stand at ease while you inspect this 4-foot-11-inch spinner and give yer own soldier a little close order drill!

—*Dick Gozinya*

Raven—Alabama

#1101

"My first ride was just two years ago. I was in a short skirt and heels and it began to rain. It felt like needles all over my body. I loved it!"

Vera—California

#1102

"My first ride was on the levees of the Delta rivers. The ride awoke the erotic woman sleeping inside me. Now I can't get enough."

Holly—Maryland

#1103

"My husband and I were riding a winding mountain road, listening to the motor blasting out of the pipes."

Nikki—Colorado

#1104

"I used to enjoy bein' a passenger. But when I'm riding I love being in control...in everything, not just bikes."

Michelle—Florida

#1105

"My first ride was on the back of this guy's bike. I was only 14 years old. It was a blast. After riding with him, I knew I was hooked for life, but not with him."

Lori—Nevada

#1106

"My first ride took my breath away. The vibrations between my legs...you get the idea. I have my own '98 Fat Boy (black with flames) and love riding it."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #364 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes October 1, 2003. The voting deadline for this month's crop of cuties is October 30, 2003. We'll announce the winner in the February 2004 issue.

Here she is, your July 2003 monthly Fox Hunt winner, Tania Marie, Number 703 from Los Angeles. California. Come back next month and see a lot more, including a new hairstyle!

365

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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MASTER BUILDER MITCH BERGERON'S CLASSIC DRAGON

SHEET METAL 101 BIKE

The idea here was a simple one; show our readers how they can turn stock sheet metal into one-off custom creations thanks to a little special know-how from Mitch Bergeron of Bergeron Customs, in Palm Springs, California. We began this enlightening series back in the December 2002 issue (No. 354), by stretching a set of stock Custom Chrome fat bob-style tanks using only a few simple hand tools. We continued in the January 2003 issue with a custom catseye-style dash and Dakota Digital speedo/tach. The dazzling detail here was that the Matt Hotch pop-up gas fill was hidden under a faux ignition switch in the center of the dash. The original gas fills were covered up and the effect was that there is simply no place to put the gas in this magical beast. In the February issue, we reshaped a CCI rear fender and fit it nicely around a pair of H. Maximum shocks. Finally in the March issue we completed our Sheet Metal 101 series with one-off side panels for this FXR-inspired pavement pounder.

From the start, Mitch wanted to create a long and lean pro-street chopper that would burn up the asphalt for the long haul. He wanted a bike that would be both old school and new tech, featuring some of the best products available in the motorcycle aftermarket world today. Not content to just grab a frame out of a catalog, Mitch built this nimble FXR-style chassis by hand, ready to fit the massive TP Engineering 121-cubic-inch motor

and their wild new enclosed primary drive. The 6-speed tranny features Baker gears and a TP case.

For wheels, brakes, rotors, foot and hand controls, Mitch wanted the best and went to Performance Machine where Ted Sands hooked him up with the latest gear including their sexy 3-spoke billet wheels shod in quality Avon rubber. Once the bike was mocked up, the frame went out to Mike and Holly over at Concept Powdercoating for its cloak of midnight black and all the shiny parts went off to Precision Plating. Meanwhile, Mitch convinced longtime friend from Canada, master paint guru, Fitto to add the awesome red Celtic dragon to the gas tanks. Fitto's detail work is nothing short of amazing. Call Mitch to put you in touch with this artistic marvel (See side bar).

When all the pretty pieces came back to Mitch's shop, the final assembly began. John Sullivan of Custom Chrome was very helpful in getting Mitch all the last minute bits and goodies in line for the Dragon bike. Other special parts include a Stinger starter and cables thanks to Mike Butler, and the masterful front forks are by Barry White over at Maximum Metalwork. At the last minute Mitch chose an S&S carb and air cleaner for everyday dependability and he handmade the exhaust system as a final touch. The king's crown on this royal ride has to be the custom saddle by Danny Gray. The hyde may look like alligator, but our man Tony down at Danny Gray's insists it's genuine dragon skin!

Mitch has an incredible eye for detail, hiding all the wires and cables, giving the Dragon a unified feel and artistic simplicity. When all was said and done, our little Sheet Metal 101 project took on a life of its own…and this one has teeth.

—Dave Nichols

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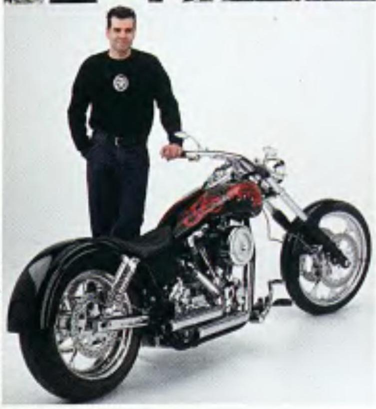

Photos: John Wycoff

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PSYCHOPAINT AIRBRUSHOPATH, FITTO

STROKING THE DRAGON

Mitch Bergeron asked me to paint a dragon on each side of the tank for his "Sheet Metal 101" bike in *Easyriders* and he said he wanted the dragon to look mean. People come here for my creations, so the dragons that I draw will be my own creation, and Mitch gave me free reign to create the dragons as I saw fit.

At the beginning I wanted to do the dragons in blue because they come out a 100 times better in pictures. But seeing that the bike is all black, I judged that perhaps blue dragons would be too subtle and that the drawing would be more aggressive with warm colors. Unfortunately, the camera does not see all the colors of orange, burgundy and all the shades of red.

I begin by drawing the shape of the dragon with a white that is more liquid than usual. This is so it won't dry out my airbrush. The paints that are used are by House of Kolor and PPG and my airbrush is made by Iwata (and is extremely used). I work with super-high air pressure in order to complete the image, drawing all the contours and details very rapidly. I draw without the use of stencils or sketches, right onto the tank surface.

More white paint is used in the rounder areas or where light reflects as well as in areas where I will make shadows. Once all of the details of the dragon are white, I tint it with transparent yellow with a thicker airbrush.

Next, I tint the dragon red. I use more red in areas that I will be shadowing and less in the lighter areas. This allows me to have many hues of orange and red.

I then add a bit of purple and black to the reds and detail the entire dragon including folds and rips in it's wings before adding more black for shadowing.

I work with a transparent red for more details in the scales and veins. It takes time and patience. I then add white reflections to give a 3-D effect and add reflections to the eyes to bring the dragon to life. Up until now, all my work on the dragons has been rendered freehand.

I decided to do the rips in the wings in silver and I can't do silver freehand. So, I cut them out in transparent tape and wrapped the rest of the tank in paper. Doing a part of the drawing with stencils gives the artwork a different feeling and dimension as well as a contrasting style, which I like.

Finally, I detail the rips with white, blue-gray, and gray-black. Once I remove all the tape, I do all the contours of the rips freehand with gray paint. I go over all the details to make sure I haven't forgotten anything, wipe the tank with degreaser to bring out the colors and check for over spray. All that is left to do now is sign it.

I'm never completely satisfied with my work. The only way I'd be really satisfied is if the dragons came to life, flew out of the tank and set fire to the whole damned town.

—Martin Bouchard, aka Fitto

ARTIST, PROPHET, AND MAN POSSESSED WHO DRAWS IN A TRANCE UNDER THE INFLUENCE OF SPIRITS IN A FULL, APOCALYPTIC DELIRIUM.

Check out more of Fitto's fiendish work at www.airbrushfitto.com

Photos: provided by Fitto

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Summer Teesers

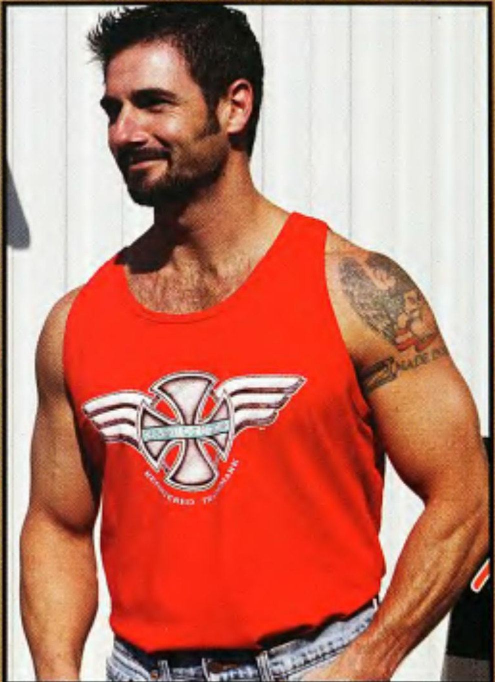
Short Sleeve T's

A

GI Lady-Item #8224

B

Flame Pipes-Item #8329



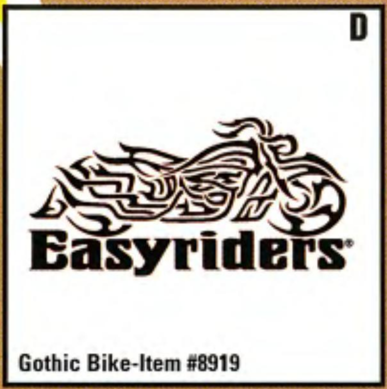
Winged Cross Tank - 8729 Red • 8730 Black
SM, MD, LG, XL...$17.95* XX...$19.95*

Winged Cross Short Sleeve T - 8946
(not shown) See pricing above

C

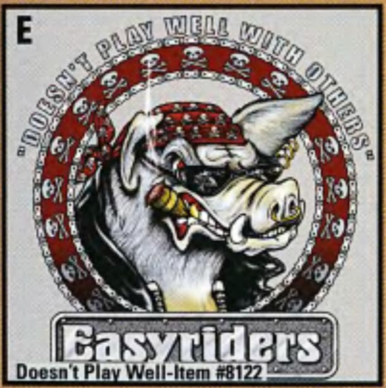
Retro-Item #8154

D



Gothic Bike-Item #8919

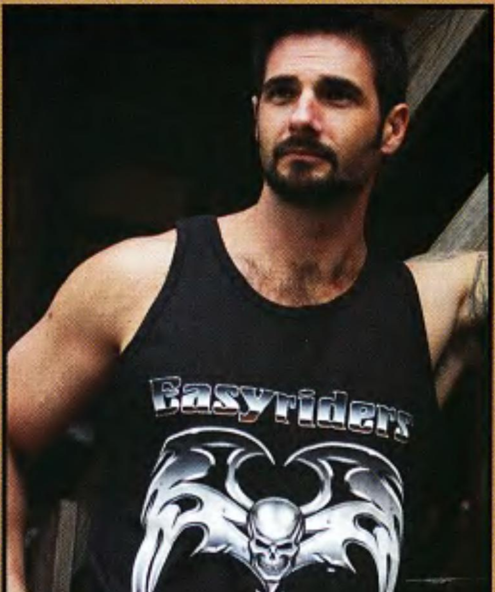
E



Doesn't Play Well-Item #8122

F

Skull Dragon-Item #8281



Chrome Skull Tank - 8731
SM, MD, LG, XL...$17.95* XX...$19.95*

Chrome Skull Short Sleeve T - 8925
(not shown) See pricing above

G

Easyriders Wizard-Item #8149

H

Brown Wolf-Item #8182

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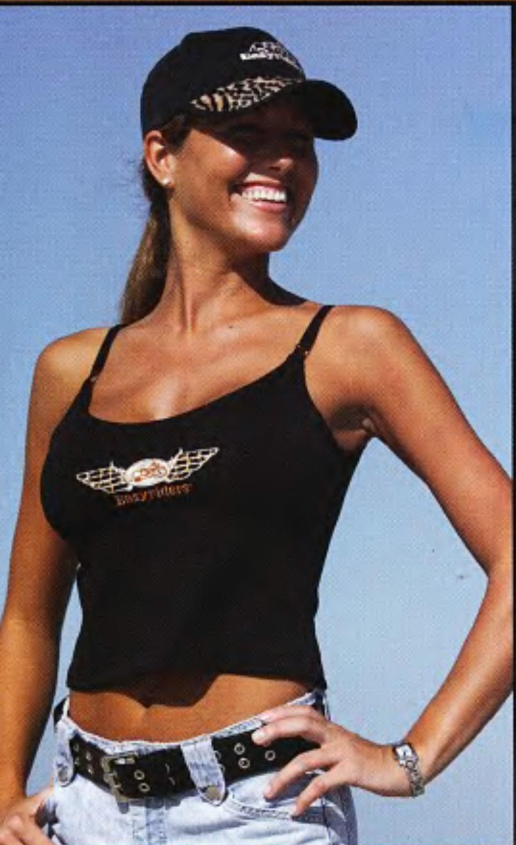

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DAVID MANN'S TIMELESS MASTERPIECE

20th ANNIVERSARY GHOSTRIDER

The November 1983 *Easyriders* (No. 125) was a fairly standard issue of the times. It included hangover cures, far-out fiction, humor, cartoons, and "Bitchin' Bikes and Liver-quiverin' Women," as the cover blurb proclaimed. There were the usual long chop jobs of the times sporting Denver's springer front ends and rigid frames. There was an article on motorcycle stamps, a story about a 1915 Harley motor being used as a sump pump, and a beautiful blonde named Melissa seen with an Indian chopper. But one thing set this issue apart from all others. That was David Mann's now internationally famous *Ghostrider* painting.

David had been supplying *Easyriders* with art that expresses the biker lifestyle in all its glory since the early days of the magazine, but this painting was different. It shows a righteous chopper rider jammin' through the desert somewhere in the Southwest. Riding just off to his left and out of the biker's sight is the spirit of a pony express rider. The proud horseman is caught in an eternal ride to deliver the mail. Something about this painting caught the imagination of an entire generation of Harley riders, and the rest, as they say, is history.

David Mann had no idea that his *Ghostrider* painting would become so famous. Over the years it has been available on T-shirts, caps, as posters and even blankets and pillows. We even issued the image on a collectible knife, a limited edition stein and have used the image of the rider for trophies at our bike shows. There was a time when the *Ghostrider* adorned every garage or living room wall of just about every biker in this country (I still have a silk with the *Ghostrider* on it in my garage).

The *Ghostrider* was so popular that David did a series of paintings that featured mountain men, frontiersmen, cowboys, vikings, pirates and knights of old, all riding along side bikers of the day. It has been many years since we've offered *Ghostrider* to our readers as a poster, and with its 20th Anniversary upon us, we're proud to include one here as a homage to artist David Mann and the infamous *Ghostrider*. Enjoy, and thanks for the memories, David. Ride easy, my friend.

—Dave Nichols

HOT FROM THE CHOPP SHOP

Wicked Willy

What makes this Willy so wicked you ask? Well, how many of these sharp and pointy things would you need to have sticking out of your willy before your old lady thought it was really wicked?

Perhaps it's the fear of getting a few unplanned piercings that keeps Shannon Davidson focused on making careful movements when he is around this extra-long creation. With all the kit bikes and bolt-together rides wearing a custom label these days, Shannon and his team at The Chopp Shop in Taylorsville, North Carolina, remain committed to their craft. There are few designs that can get your pulse pounding like their wild and wooly "Wicked Willy" chopper.

Five years ago, Shannon was doing custom paint work. He knew he could lay down some incredible artwork, but couldn't seem to convince any willing subjects to sacrifice their rides to serve as his first two-wheeled canvas. He bought a bike, which led to him stripping it down to the ground, chopping and hacking away at it. When the dust settled on his very first bike project, what remained was a show-winning, tail-draggin' custom that had so much going for it that it kicked his business square in the ass.

The Chopp Shop refuses to lose the art that goes into creating one-off machines that look like a vision and ride like a dream. It's very easy to see when you realize that every one of the bikes they've built has earned a top place in all the bike shows they've attend. By keeping it real and staying as unique as possible, the idea is to create a one-of-a-kind style that grabs your attention. We found it difficult to focus on much of anything other than this beautiful black-and-pewter bombshell which took the highest honors, first place Best of Show at the Savannah, Georgia, stop on our Easyriders Bike Show Tour in 2003.

By sticking to their creed, "Accept no imitations," the guys at The Chopp Shop are forced into the time-consuming process of making most of their parts in house.

Shannon, the "everything" man, along with machinist and fabricator, Wayne Cothren, bent a length of 2 1/2-inch-diameter steel tubing into an inspired radius, which serves double duty as this frames' backbone and oil tank. When Michael Starnes, their engine guru, saw what Shannon had created, he realized that a Primo belt-drive unit would be a necessity if the full attitude potential was to be tapped into. One of the things that sets The Chopp Shop apart from every other bike shop is that they can build you exactly what you want without exception.

If you attend any events on the East Coast, it is likely that you've been one of many who have feasted their eyes on The Chopp Shop's "Wicked Willy" live and in person. All of their bikes are built as rolling works of art that are meant to be ridden. Shannon rolls out on "Wicked Willy" like it was a factory bike. He never misses a chance to get out on the street and light 'em up and has even offered a baggy or two of rubber-encrusted merriment in the form of freshly rendered rear fender scrapings for evidence of his favorite way to have fun. Could be he only wants to prove a point, you know...drive it home?

—Cheese Biscuit

Owner: ....Shannon Davidson
City: ....Taylorsville, North Carolina

General
Fabrication: ....The Chopp Shop/WWC
Year/make: ....2003 custom
Model: ....Wicked Willy Chopper
Assembly:............The Chopp Shop
Time:................................3 months
Chroming:....................S&H Plating

Engine
Year: ....2003 TP Engineering
Rebuilder: ....TP Engineering
Displacement:......116 cubic inches
Cam: 0.600
Carb: ..Carl's Speed Shop Typhoon
Pipes: ....Martin Bros.

Transmission
Year/make: 2003/Baker

Painting
Molding: ....The Chopp Shop
Painter:................The Chopp Shop
Color: ....black/pewter
Type:.......................................PPG
Special paint: ......The Chopp Shop

Frame
Year/make: ....2003 Wicked Willy Chopper
Type: ....Chopper
Rake: ....51 degrees
Stretch:.......................5 inches up, 5 inches out
Shocks: ......Legend air suspension

Accessories
Handlebars: ....Paul Yaffe Originals
Handlebar controls:....Performance Machine
Fenders: ....Paul Yaffe Originals/ The Chopp Shop
Headlight:......................Headwinds
Taillight:............Paul Yaffe Originals
Pegs: ....Thunder Cycle
Foot controls:....................Pro-One
Gas tank: ....Independent/ The Chopp Shop
Oil tank: ....integral, in downtube
Seat:...........................High Rollers
Grips: ....Thunder Cycle

Front end
Type:........................wide, inverted, 18 inches over extension
Builder: ....Thunder Cycle/ Perse

Wheels
Make: ....Performance Machine
Size: ....21 x 2.25 front/ 18 x 9.5 rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Aaron Stevenson

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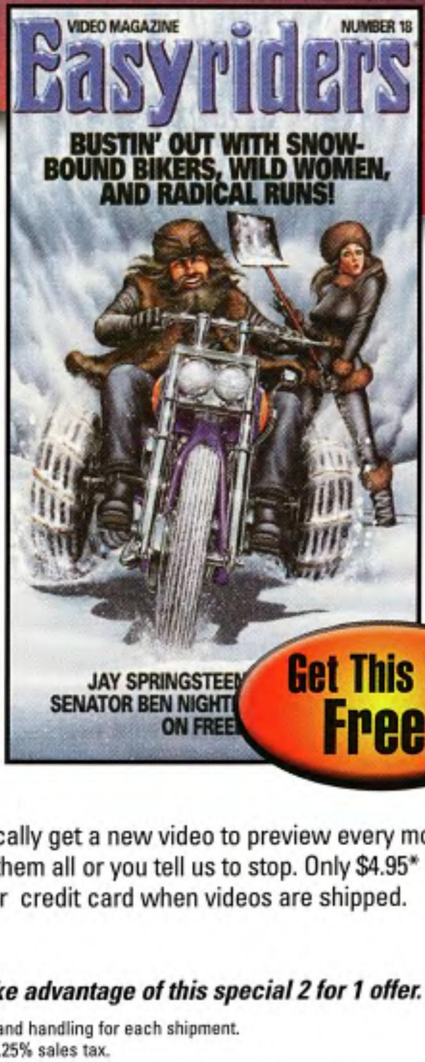

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Rugrats Are Expensive

I'd make a great rich guy. I'm sure of this. I'd be one of those rich guys who gives away money to people who need it, who builds wings on hospitals and buys turkey dinners on Thanksgiving for the turkey deprived. And yet, I am not rich. I am, to put it kindly, cash strapped. Why is this? I'm not stupid. I don't squander what money I have on wild women and home shopping.

As far as I can tell, the reason for my ongoing money trouble has a lot to do with being a parent. Rugrats are expensive. Financially draining, you might say. On a scale of expensive things, kids rank right up there with a serious drug habit.

Getting a kid is pretty cheap. A couple of bottles of wine and some sappy yet romantic music and you're all set. It's once you get them home that the bills start to rack up.

You wouldn't think an infant would be expensive. They get free food in the form of breast milk and their entertainment budget is fairly limited, but you'd be surprised. Having kids is like going on a ski trip. There's no use even starting out if you haven't got the gear.

Babies require a lot of stuff. Special stuff like a car seat in which they can ride. A car to put the seat in. A spare car seat for when they soil the first one so badly you have to burn it in the backyard. You also need a highchair, a crib, a playpen, a baby swing, and enough diapers to create your very own toxic waste dump. And don't forget the monitor which will allow you to leave the kid in another room without having a panic attack, so you and the spouse can have a little adult fun. A word of caution though. When you're setting up the monitor, be careful not to mix up the sending and receiving ends. Sex education need not start at such a tender age.

So you've spent all this money and your kid isn't even a day old yet. Hell, you haven't even entered the wonderful world o' toys.

Kids want and need toys. Lots of toys. Enough toys to fill a basement to a depth of 4 feet. And the older the kid gets, the more expensive the toys get. When they're fresh-born you can satisfy their play needs with an old tin can filled with rocks, but eventually they want store-bought.

If I had all the money I've spent on toys, well, to be honest I'd have probably spent it on beer, but that's not my point. My point is that toys are too damn expensive for what you get. I mean, it's not like the toy companies are paying big wages. Many of their employees live in far off lands and are so young that you could actually pay them with what they manufacture. Most of the world considers this child labor, but to the toy makers, it's just good business. Besides, if little Third World laborers didn't have the opportunity to punch out 1,000 doll heads per 16-hour shift, they wouldn't be able to afford that half-cup of moldy rice they so enjoy every day.

But I don't want to get political here. I buy the crap, so I'm part of the problem. But how can you not buy? The kids demand it. From rattles to toy trucks, to bikes, to video games and eventually concert tickets to see bands with names like "Neon Vomit." It goes on and on and you best not refuse them anything, lest you damage their self-esteem. It wasn't like this when I was a kid. Back then nobody had even heard of self-esteem. Kids got what they got and were damn glad to have it. Anything else you did without. It didn't do me any harm, and may have actually helped me build character, at least that's what I tell my therapist.

But as modern parents we try not to deprive our kids of anything, and the junk piles up along with the bills. God forbid you should pass a plastic space alien in the store and not drag it home. The only benefit these toys provide is in home security. Burglars don't break into houses where kids live for two reasons. First, people with kids don't have anything worth stealing. Second, it's far too hazardous. I live in the house and I can't walk a straight line without being impaled by some tiny, razor-sharp plastic weapon. And if you think deadbolts are hard to defeat, try getting an action figure wedged under the door. The harder you push, the tighter they bind. You may pay the rent, but if the toys don't want you in, you're not getting in.

And now, as my kids grow older, I see big expenses in my future. Because they've had the opportunity to experience my lifestyle, they're probably going to want to go to university so they can do better. My daughter is already starting to talk about cars and she refuses to drive my classic Chevy. Not that I blame her, The old car can be a bit hard to handle, and possibly possessed. I wouldn't feel comfortable sending her out on the road in a car that won't start unless you shut the radio off and won't turn left unless you lean. Just wouldn't seem safe.

University and cars cost a lot of money. True, she'll be moved out of the house and I won't have to buy any more toys, which will save me a fortune, but no matter how you look at it, I'm going to be out a lot of cash. Maybe the kids can get into a nice community college and there's always public transit. Maybe they can get scholarships. They're both pretty smart. According to them, smarter than their old man. I hope so. I hope they both become fabulously rich and successful, with big houses and fancy cars.

The way I figure it, by the time I've paid their way to adulthood, I'm going to be flat broke and in desperate need of a place to live.

—Greg White

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BIG DADDY DREW KEEPS IT IN THE FAMILY

Maximum Enjoyment

When we tried to talk to "Big Daddy" Drew Milburn about this sweet little ground poundin' bar hopper, he kept changin' the subject to the pair of champion Staffordshire terriers he had just adopted, named Elvis and Priscilla.

After reviewing the tapes carefully we're able to ascertain that Drew built this bike for his ex-brother-in-law Mike Herman, who, despite the twists and turns that life throws a fella, has remained a tight friend through thick and thin. Since it was a labor of love, the construction time was long, but in the end Mike ended up with a righteous scoot at a price well worth the wait.

Mike is an ex-motorcars racer turned street rider, and Drew wanted to build him a hard charging motorcycle to reflect the competitive nature that is central to Mike's personality. Each and every bike that Drew builds reflects his philosophy that every individual is unique, and a handbill motorcycle should reflect the owner's character.

Mike was accustomed to riding a fairly stock Dyna glide, but he wanted to build something showier. Drew started with the Performance Specialties Rubbertail frame. Into it he dropped the pride of Viola, Wisconsin, a ballsy 113-inch S&S motor, which he coupled to the premium Baker 6-speed transmission. Drew tweaked the high-performance motor, adding some of his favorite components, such as the Crane Hi-4 ignition. With the help of master tube bender Ruben Alzarez, he built a set of homegrown pipes to let the big 113-incher breathe. Likewise, the heads were massaged by John Kazi, a motor builder who hails from Tennessee, known for building motors for the NHRA.

The tank and fenders were molded by Zeak McPeak of Zeaks Designs. Once he got Big Daddy's vision laid out, he applied the beautiful Kandy apple blue paintjob and airbrushed the heavy graphics. Zeak has been painting some of the finest custom bikes around since

1993. They have a Web page that you can check out at www.zeaks.com.

Up front is a 2-inch-under wide glide built by Billet Concepts, with wheels and super-stopping brakes fore and aft from Performance Machine. The bike features top-shelf components, many produced by Drew himself.

Big Daddy Drew is a renowned veteran in the motorcycle aftermarket world. After running and owning a couple of retail shops he decided that making quality parts for Harleys was his game. Now he is the proprietor of H Maximum, which is a private label manufacturer of parts for motorcycles. Our best efforts of bamboo under the fingernails and water torture treatments were unsuccessful in prying out exactly who he is making parts for, but he assures us that we have definitely seen his work. His company Web site, www.hmaximum.com does showcase a line of shocks to fit just about any Harley from '82 to present, which H. Maximum co-manufacturers in cahoots with a famous off road suspension company called Sway-A-Way.

Drew informs us that H. Maximum manufactures everything from handlebars, pipes, highway bars and sissy bars, and that every product they build is 100% American made.

Drew doesn't build a lot of bikes each year. He is content to construct just a small number for his mostly word-of-mouth clientele. For Drew it's a labor of love. Refreshingly, he says he's in the business primarily because he "enjoys seeing them come alive, so to speak, and the joy that it brings to the individual when they first ride out of the shop."

—Kit Maira

H Maximum
Phone: 562-463-8145

Owner: ....Mike Herman
City: ....Duncansville, Pennsylvania
General
Year/make: ....2002 custom
Model: ....Rubbertail
Assembly: ....H. Maximum
Time: ....slowly
Chroming: ....Metal Finishing
Polishing: ....Metal Finishing
Engine
Year: 2002
Builder: ....S&S/H. Maximum
Displacement:......113 cubic inches
Cam: ....S&S 600 lift
Carb: ....S&S
Ignition:..........................Crane Hi-4
Pipes: ....H. Maximum
Transmission
Make: ....Baker 6-speed
Year: 2002
Shifting: ....foot
Painting
Molding: ....Zeaks Custom Painting
Painter: ......Zeaks Custom Painting
Color: ....Kandy apple blue
Type: ....House of Kolor
Special paint: ..airbrushed graphics
Frame
Maker: ....Rubbertail
Type: ....mono-shock
Rake: 34-degree
Stretch: 2-inch
Other alterations:..........added tabs
Accessories
Handlebars: ....H. Maximum
Risers: ....H. Maximum
Handlebar controls: ....MID-USA billet
Fender: ....handmade by Zeak
Headlight:......................Headwinds
Taillight: ....Zeak LED
Speedo: ....MID-USA
Pegs: ....Performance Machine
Electrics: ....H. Maximum
Foot controls: ....Performance Machine
Gas tank:............Independent Tank
Oil tank: ....Baker
Oil system: ....S&S
Seat: ....High End
Mirrors: ....billet oval
Grips:.......................Billet Concepts
Front end
Type:...wide
Extension: ....2 under
Builder: ....Billet Concepts
Wheels
Front
Size: 19-inch
Builder: ....Performance Machine
Rim Width: 2.5-inch
Tires: ....Avon
Brakes: ....Performance Machine
Rear
Size: 18-inch
Builder: ....Performance Machine
Rim Width: 5.5-inch
Tires: ....Avon 200
Brakes: ....Performance Machine
Special Thanks: ......Dave Boutwell
Photos: ....Markus Cuff

WHAT'S NEW AT CCI

THE LATEST FROM CUSTOM CHROME

The Custom Chrome truck hits a dozen events around the country each year.

Several top bike builders design parts for Custom Chrome. This Doom-style wheel was designed by Jessie James.

The Nemesis bike kit, retail price $12,999.99. Included in that price is everything except the paint and gas.

The latest bike kit, the Venom, was developed by Big Bear Choppers. It retails for $19,499.99

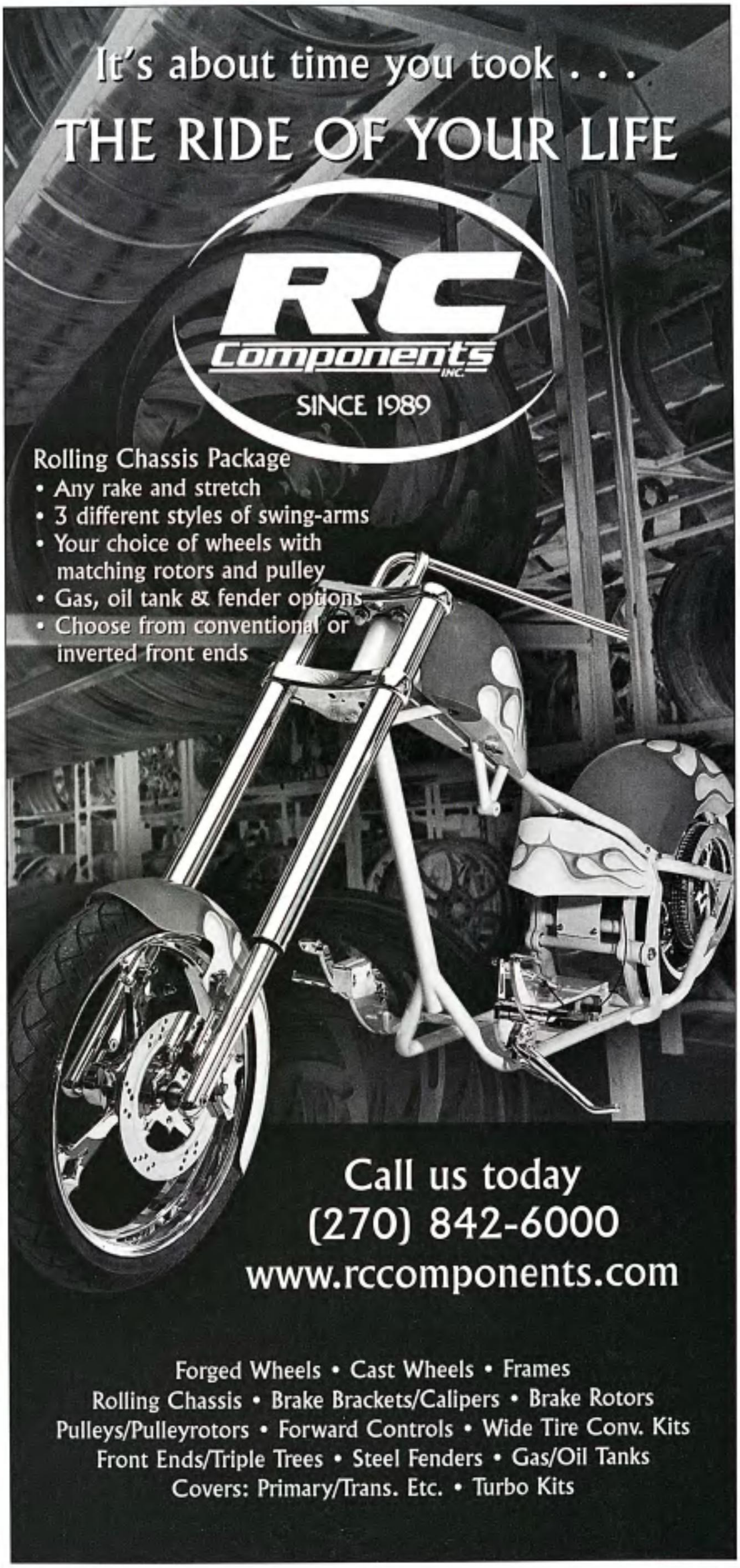
Custom Chrome was started in the late '60s by Ty Cruze, Nace Panzica and two other partners in San Jose, California. What began, as a small garage operation making parts for local riders soon became a company that sold parts to other bike shops. During the 1970s and '80s they parlayed sharp styling and quality custom parts for Harleys into a phenomenal business. By 1990 they had became the largest marketer of parts and accessories for Harley-Davidson motorcycles.

In 1991 the company went public and again doubled its size. In 1997 Custom Chrome became Global Motorsport Group and bought rival Harley parts maker, Chrome Specialties of Fort Worth, Texas. The following year there was a battle for control of the parent Global Motorsport between one group of investors from Philadelphia and another from New York. Stonington Partners of New York won out and in December of 1998 Global Motorsport/Custom Chrome became a privately held company.

During these years Custom Chrome developed a large manufacturing business around Santee frames and exhaust, RevTech performance parts and CC Rider and Motor Factory replacement parts. They also began to build relationships with bike builders John Reed, Rick Doss, Jessie James, Paul Yaffe and Donnie Smith among others, to design custom parts for them. Along with the proprietary designed parts they carried parts from Arlen Ness, Küryakyn and most other specialty manufacturers. As the business grew so did their catalog; for 2003 it sports over 1,400 pages containing 27,000 parts.

The RevTech line was enlarged to include 5- and 6-speed transmissions, both complete assemblies and replacement gear sets. 1999 was a watershed at Custom Chrome; they introduced the RevTech 88 and 100-inch motors. These motors generated reliable high performance at a reasonable price. The following year they came out with a complete primary drive system. Custom Chrome was then the only company outside of Milwaukee that offered a complete powertrain package.

Once the powertrain was in place it would be a short jump for the engineers at Custom Chrome to build complete motorcycles, but they took another path and offered bike kits. It was a novel idea; you ordered one part number and received everything needed to put the bike together, except for gas and paint. Now a person could build a custom bike without all the frustration of trying to figure out what fit to what. In the catalog



Custom Chrome's headquarters is in Morgan Hill, California. Everywhere you look at Custom Chrome, there are bikes and more bikes. This is the CCI headquarters lobby.

for 2000 they offered three bike kits, the Spitfire, Black Widow and Stinger. They covered a wide spectrum of styling and were an instant hit. The three years since has seen a refinement in their bike kit line; they now have six bike kits that go from a down-and-dirty rigid chopper to a full-on pro-street custom. Even though the line has been expanded, they still come with every part that's needed to assemble the bike.

With such a stellar past, what does the future hold for Custom Chrome? We hear that there are more killer bike kits coming, but these are only rumors. We have seen a new "girder" style fork. But this is only conjecture, time will tell. One thing is certain, when it comes to the latest aftermarket parts for your bike, Custom Chrome will continue to deliver in a major way.

—John Drake

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Like their motors and bike kits, Custom Chrome's RevTech primary drive has everything you need to connect the motor to the transmission.

Photos: provided by CCI

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THE NHTSA'S REPORT ON CATASTROPHIC FAILURE OF AWW'S SUPER SPOKE WHEELS

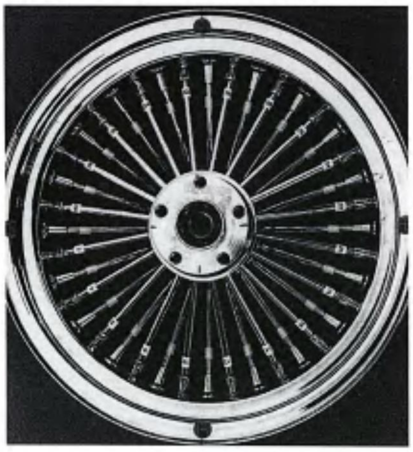
SPOKES FROM HELL

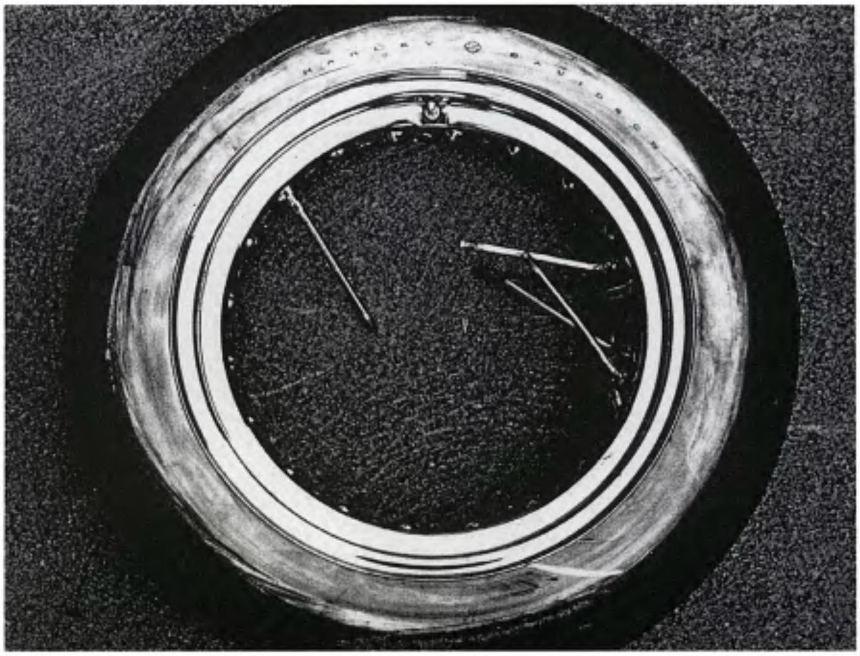
The National Highway Traffic Safety Administration (NHTSA) Office of Defects Investigation (ODI) has gathered preliminary information indicating that American Wire Wheel (AWW) "Super Spoke" wheels are failing catastrophically. When this occurs, motorcycle control is severely compromised. Crashes with serious injuries have occurred.

ODI is aware of 11 spoke-related failures of Super Spoke model wheels manufactured for aftermarket sale by AWW, a Division of Hulcher Enterprises of Denton, Texas. Two of these incidents involved bike instability due to spoke loosening. The remaining nine concern the sudden and catastrophic collapse of Super Spoke rear wheels while the motorcycle was underway. The most recent occurred in September 2002. Three of these incidents allegedly resulted in injury crashes when multiple wheel spokes spontaneously separated from the hub—normally an extremely rare occurrence. Riders report the failures occurred so quickly there was no time to stop before the collapse occurred. Additionally, we just received preliminary information indicating another Super Spoke wheel failure occurred in Daytona Beach, Florida, during Bike Week.

Introduced in 1999, Super Spoke aftermarket motorcycle wheels (shown below) are radially laced—i.e., the spokes do not cross one another. This configuration is not found on original equipment motorcycle wheels intended for highway use.

The spokes join the rim with a threaded nipple—a conventional design. When





joining the hub, however, the steel spokes are screwed into the aluminum hub—an unusual design rarely found in other laced wheels. This design feature is shown below in cross-section.

In August '02, *Motorcycle Consumer News* magazine (MCN) published a letter from John Fredriksson reporting that he "had a catastrophic failure of [the] back 'American Wire Wheel Super Spoke' on his 1997 Harley-Davidson." He claimed the wheel (shown above and next page in a photo taken moments after the incident) "disintegrated" while he and his wife were riding the motorcycle. No crash occurred, but, as the photos show, no spokes are connecting the hub and the rim.

Shortly thereafter, ODI found another incident involving an alleged catastrophic Super Spoke wheel failure. On August 18, 2000, a husband and wife were riding their 1998 Harley-Davidson Heritage Springer when its Super Spoke wheel allegedly collapsed. Allegedly, both riders were seriously injured—the husband permanently. During his inspection of the failed wheel, a forensic engineer concluded, "the proximate cause of the accident was the catastrophic failure of the AWW Super Spoke wheel" resulting from its "defective design in concert with an absence of quality control." The following photo of the failed wheel is from the engineer's report.

On October 10, 2002, ODI opened an investigation to gather more information from the Super Spoke wheel manufacturer. We were then informed that the manufacturer American Wire Wheel Inc. had sold its assets to Dayton Wheel Concepts of Dayton, Ohio (Dayton) on September 3, 2002. Included in the purchase were all materials related to AWW's production of "Super Spoke" model wheels.

On October 31, Dayton received ODI's request for information concerning these wheels. Allegedly, prior to receiving our inquiry, only the Montana crash had been disclosed to Dayton by AWW. However, in reviewing AWW's files while preparing its response to our inquiry, Dayton found documentation of nine other Super Spoke spoke-related failures, occurring between February 2000 and September 2002. Of the nine found, two involve injury crashes and all concerned rear wheels. A representative sample of what AWW was being told by owners includes the following owner statement concerning his August 4, 2002 incident:

> "I was riding with a group of people. The rider next to me saw the wheel hopping. I felt it and tried to lookdown. [It] felt like I hit a bump, that's

when the bike dropped and all hell broke loose."

Photos included with the owner's documentation show that all 40 spokes pulled away from the hub. No crash resulted although the rear wheel locked up and the motorcycle skidded more than 200 feet to an unintended stop. On August 24, 2001 AWW paid the owner $4,177.62 to settle his claim for property damage to his bike. At left is one of the owner's photos.

While gathering and reviewing material responsive to ODI's October 10, 2002, information request, Dayton produced 32 Super Spoke wheels using AWW components. Of these, 24 were rear wheels. On January 21, 2003, Dayton then shipped the rear wheels to Custom Chrome and Drag Specialties, wholesale distributors specializing in aftermarket motorcycle parts.

On February 12, 2003, Dayton recalled all of its 32 wheels after determining they "have the potential for complete failure while in use due to steel spokes pulling out of the machined aluminum hub" with a "potential for vehicle crash and resultant serious injuries to riders and passengers."

While Dayton's action addresses the wheels it produced, there remain on the road approximately 2-4,000 potentially defective Super Spoke wheels produced by American Wire Wheel of Denton, Texas. ODI continues to gather information about these wheels to ascertain whether, despite the sale of its assets to Dayton, American Wire Wheel of Denton, Texas (and/or any of its related companies) can be held responsible for the Super Spoke wheels it produced.

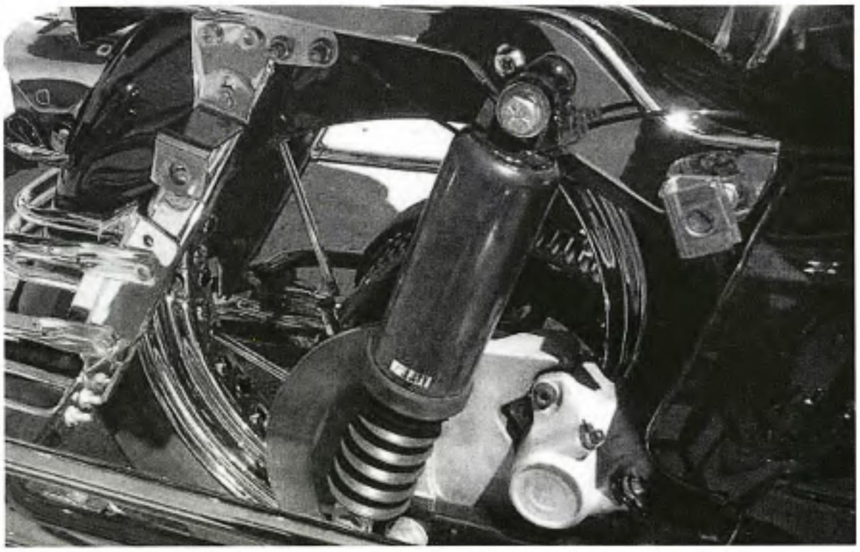
In the meantime, ODI is advising all owners of Super Spoke model wheels, produced by American Wire Wheel of Denton, Texas to carefully check their wheels each and every time they ride. Here are some things to watch for:

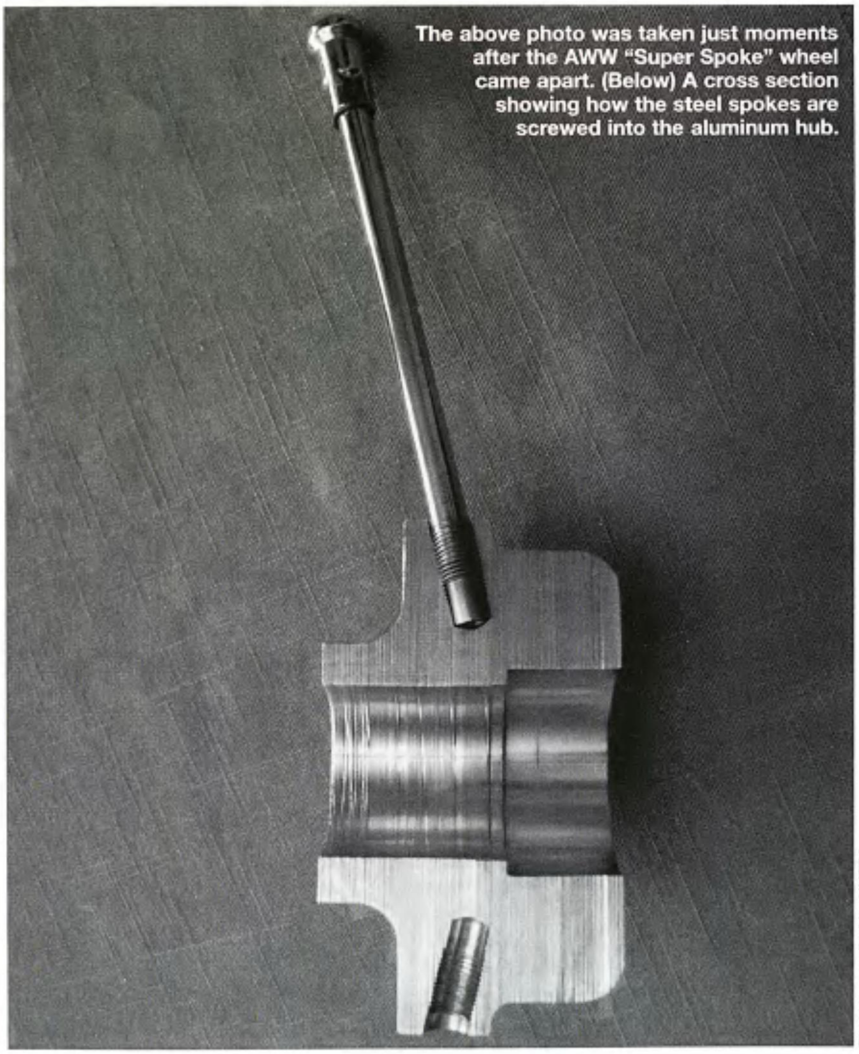
- Loose spokes and/or spokes with cracking or flaking chrome (which may indicate a spoke is loose);
- Tires that will not maintain air pressure;
- Unusual sounds from the wheels while riding;
- Motorcycle instability that feels as though a tire is losing air yet tire pressures are OK.

Unfortunately, while continual checking of motorcycle wheels is a good general practice, it may not prevent a wheel failure. If any of these conditions exist, the motorcycle should not be ridden again until the wheels can be carefully inspected. If the wheels are found to be failing, they should be removed before the motorcycle is ridden again.

—Bob Young,
N.H.T.S.A.
Office of Defects Investigation

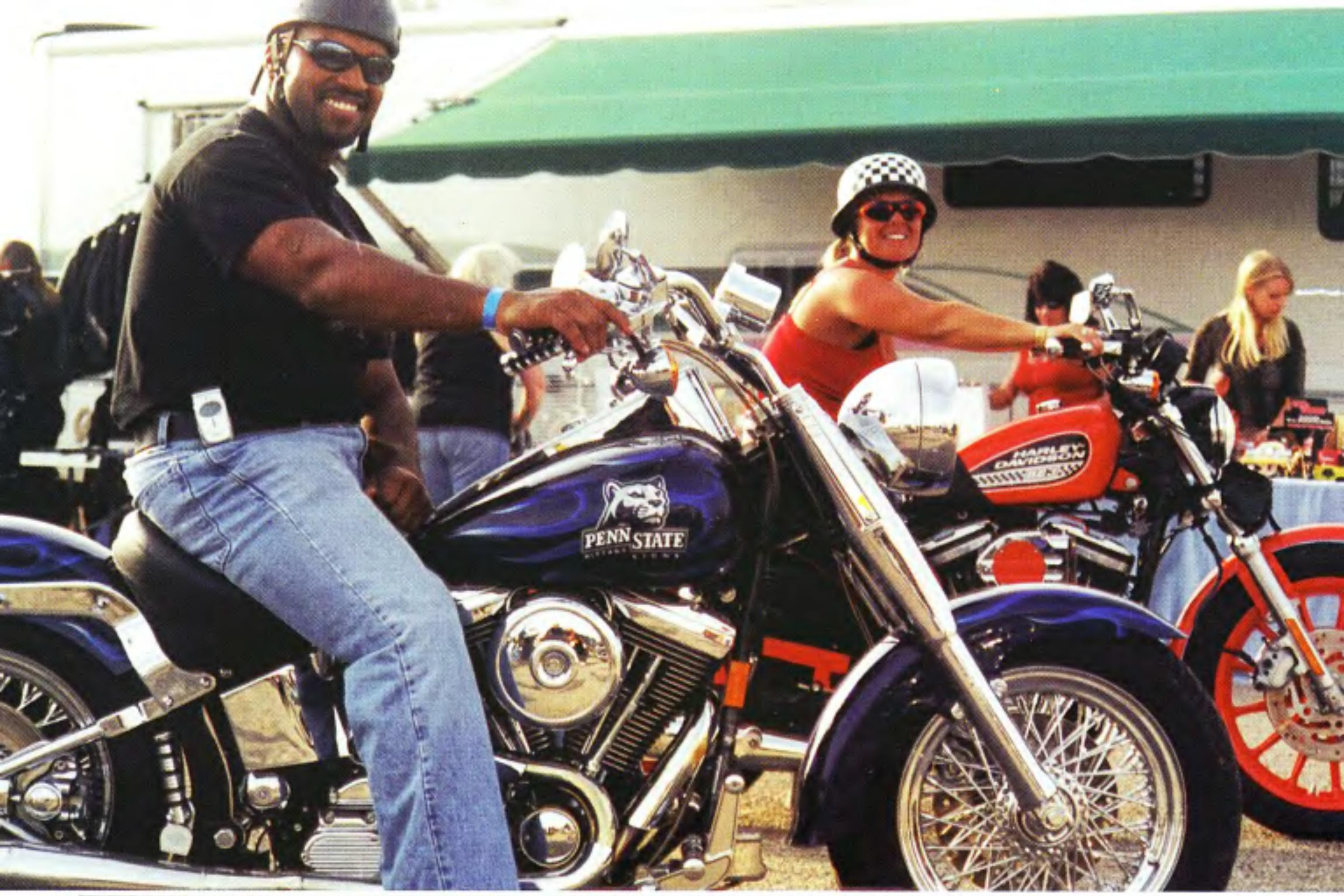
EDITOR'S NOTE:
Please make note that this article involves American Wire Wheel's "Super Spoke" wheels. These should not be confused with other quality manufacturer's aftermarket wheels such as Hallcraft's Texas Big Spoke Wheel. *—ED*

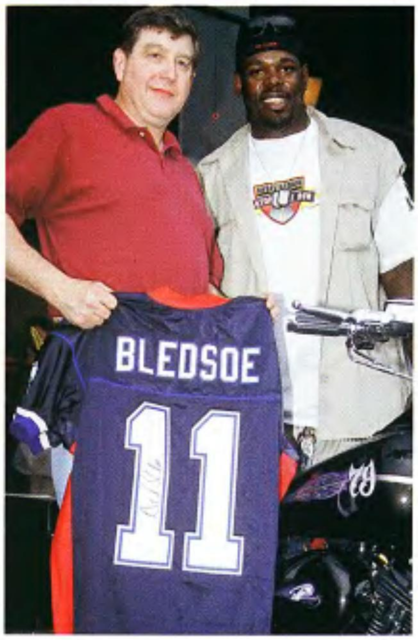




The above photo was taken just moments after the AWW "Super Spoke" wheel came apart. (Below) A cross section showing how the steel spokes are screwed into the aluminum hub.

Photos: supplied by NHTSA





RUBEN'S RIDE

GRIDIRON STAR, RUBEN BROWN, CLEARS A PATH FOR NEW YORK CHARITIES

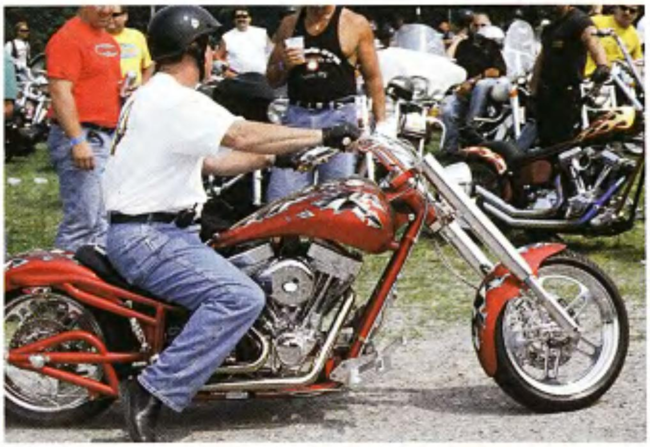
One old adage that we've taken the liberty of butchering tells us: If at first you do succeed, then try, try, try to milk it to the bone. Weird but true and odd yet right. In a nutshell, that's the brief history of the Ruben Brown Motorcycle Run in Buffalo, New York.

Who the hell is Ruben Brown, you ask? Apparently you haven't been to Ralph Wilson Stadium in Orchard Park, New York, for a Bills football game, or ridden along the Frontier area by Great Lakes, Erie and Ontario, or traveled to both sides of Niagara Falls for a little gambling action. Because if you had been to any of those places you'd know of the legend of Ruben, as do both casual fans and the most detached of football followers, who could tell you about the mammoth man aboard his slammed tangerine scoot and the good deeds he does.

That's because Ruben gets out there on his bike to promote the event that benefits his Ruben Brown Foundation. His primary ride is a David Perewitz-designed, Cycle Fabrications-assembled, low-maintenance, TP Engineering-powered 126-cubic-inch machine (featured by our bros at *In The Wind* in March 2003, No.112). In talking with him before an exhibition game in August, Ruben said that he "feels a sense of responsibility to Buffalo," and makes it his civic duty to honor the people of Buffalo by playing hard and encouraging his teammates to do the same.

Ruben also gives contributions and support to worthwhile programs such as Upstate Transplant, for organ donor transplants; summer camps and other activities put on by The Salvation Army; Dreams Take Flight, a program which grants wishes for terminally ill children; and Buffalo Prep, that helps college-bound kids in the inner city. In 2001 Ruben was selected by the *Sporting News* as one of the 99 "Good Guys in Sports." He was the Bills' 2001 Walter Payton Man of the Year, has been named to the NFL's All-Interview Team, and is a spokesperson for both the United Way, and Campbell's Soups Tackle Hunger-Lineman Weigh-In three years running.

At any time you might see him on local TV or hear him on the radio with deejays like 103.3 The Edge's Ted Shredd, or run into him at various meet 'n' greets throughout the year to promote his charity event in late June. His dedication to his bike and his chosen charities makes Ruben a well-known and respected figure beyond the western New York biker community. He is that rare celebrity or athlete, who backs up what he says and gets it done.



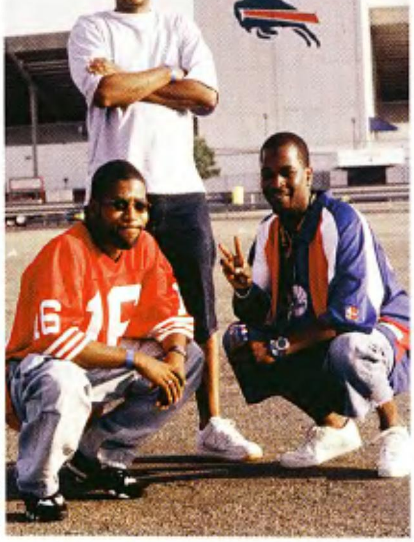
DUNLOP
L'ESPRIT
DE COMPETITION

We got a feel for how the locals feel toward Ruben, and the run itself, while talking with Joe Van Dewater, sales director at the vendor booth of American Harley-Davidson/Thunder Buell in North Tonawanda, a dealership outside Buffalo. Joe has been to each of the three Ruben Rides, and American H-D does service work on all of Ruben's bikes.

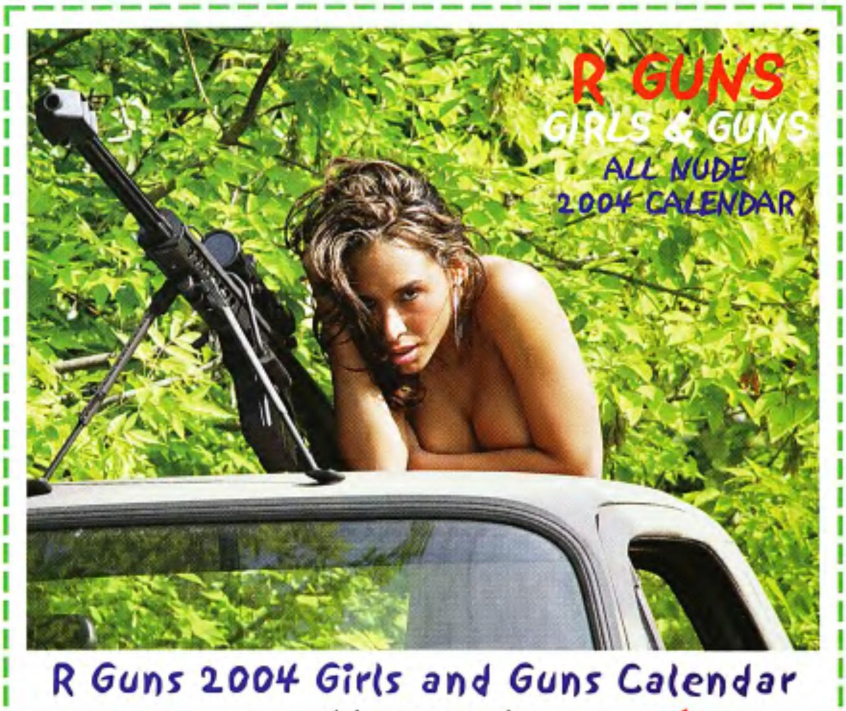
Joe told us, "It's cool because, one: the Bills have always been totally involved with the community. And two: Ruben is totally into riding, it's not just a smoke screen to get people to come out to his event. Bikers here know it. We live in a small town, where everyone knows what's going on. You see the players from other sports, like hockey, around town all year. For instance, Ruben has done live radio remote shows from our shop, and you get to know them a little. Those who will talk to fans or just regular folks, without big-leaguing them or whatever, and the players who are true men. Ruben's a people-person, and yeah, he supports our shop, but more so, everything the guy does is positive. From playing football hard, to holding this event, which kind of puts us on the map when it's covered by you guys. It's real neat for us to have *Easyriders*, Dave Perewitz and his group, the current and former players along with the other celebrities who came here."

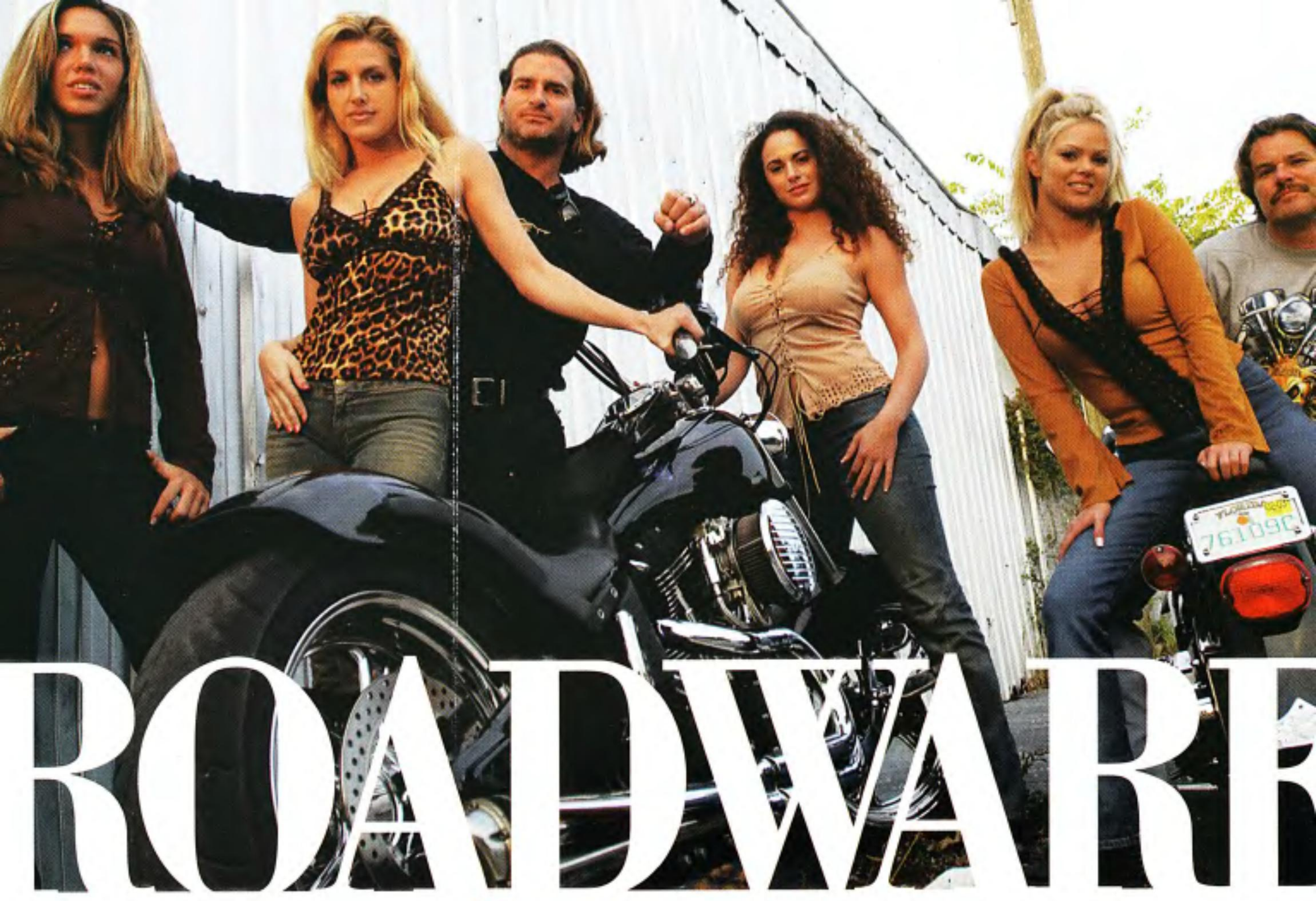
We hope so. The map tells us that next year the Ruben Brown Motorcycle Run will take place on June 21, starting and ending at Ralph Wilson Stadium in Orchard Park. Huddle up and be there!

—Raider Kim



Photos: Kim Peterson





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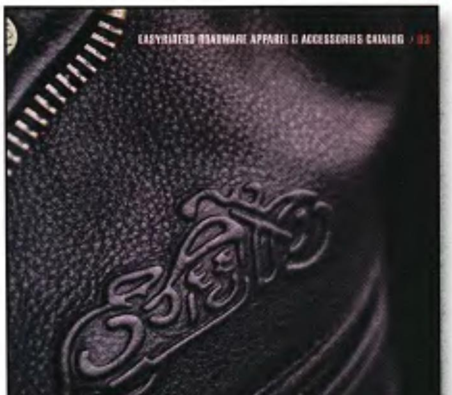

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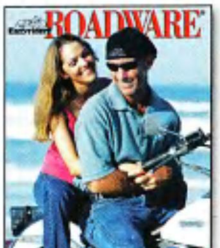

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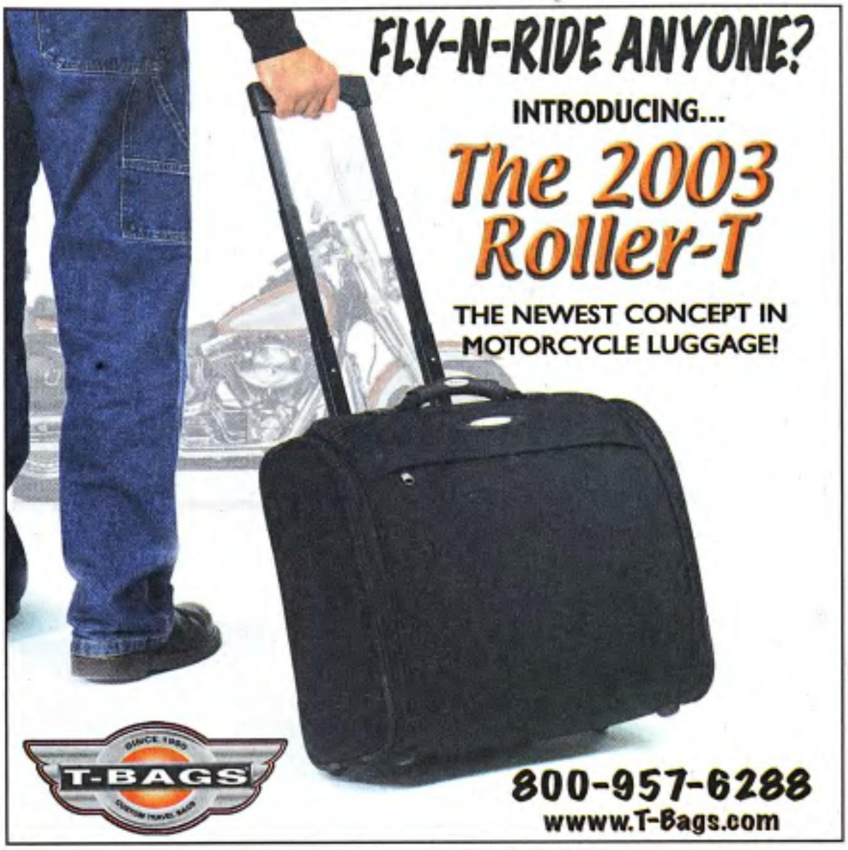
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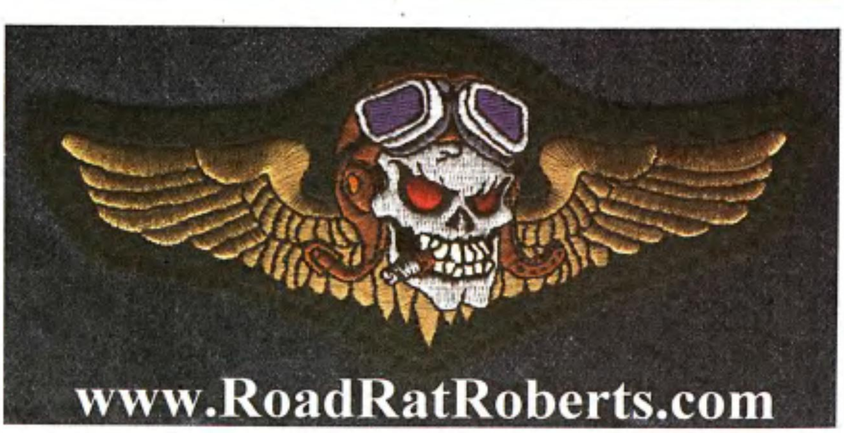

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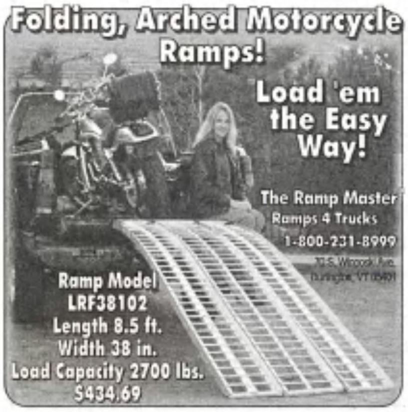

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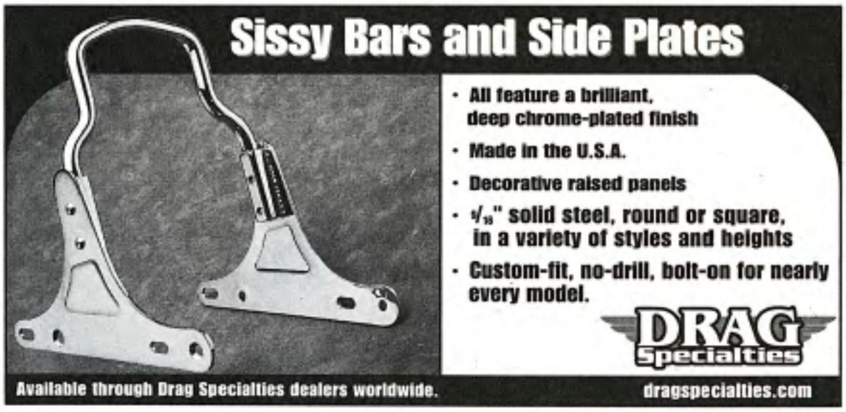
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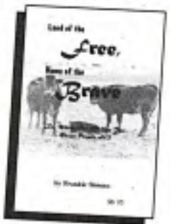

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"Quiet! It's my ol' lady comin' home early. Quick, use this door!"

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited to use or possess

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of $10,000 in medical insurance.

OZBIKE

Pint-Sized, Street-Legal Motorcycle Provides Full-Size Riding Experience and Fun

At major bike events, you have probably seen a number of vendors displaying a stable of brightly painted minibikes—half-scaled motorcycles that emulate the looks and attitude of full-size custom bikes. These little two-wheeled wonders usually come complete with severely raked front end, sissybar, custom leather seat, Easter-egg paintjobs and all the bells and whistles you come to expect from a custom scooter. That's very cool, but few of these novelty minibikes are actually street legal, which measurably restricts their fun potential to cruising the sidewalk or campground. This would be OK if you were 8 years old and riding a Big Wheel, but some of these half-size bikes carry a full-size price tag and the pill can be hard to swallow.

Very aware of this irony, Ozbike has decided to manufacture small-scale motorcycles that are fully functional and street legal too. Hand built in the USA, Ozbike motorcycles feature front and rear AJP disk brakes with steel braided brake lines, 13-inch aluminum wheels, 35mm inverted Showa front suspension, 150cc electric start engine and a 5-speed transmission. Ozbike tells us they don't use plastic or fiberglass components in the making of their motorcycles.

With a base price of $4,800, Ozbike's "little bikes with a big heart" come with straight handlebars, your choice of color for the fenders and fuel tank, powder-coated frame in black, blacked out front suspension.

If you wish to customize the base model, Ozbike has a host of replacement and customizing options available such as ape hanger handlebars, square profile rear fender, chrome kit with engine covers suspension, calipers and wheel set. Options include custom powder-coating of the frame, special custom paint on all the sheet metal, digital tachometer and more.

Call Ozbike at 786-277-1754 for more information or visit their Web site at www.customminibike.com. *—Lafayette*

Photos: provided by manufacturer

No matter what else you do to your bike, the sheet metal you choose for your custom will probably carry the most weight visually. Let's face it, not only does it provide the overall look of the bike, whether it's a bobber or piece of modern rolling sculpture, but it also—and maybe more importantly—gives you a place to allow your favorite painter to do his thing.

Not only can you order just about any style imaginable to use "as-is" or alter as you see fit, but there's also a few talented guys out there who can create a tank unique to your bike from scratch—if you've got the green. There are new styles being thought up all the time that can range from the sublime to the ridiculous, and plenty of the old-school stuff that keeps coming back—sorta like disco, but far more tolerable—leaving you with a pretty wide range of choices.

Here's a look at what some of today's hottest talent has to offer, so feast your eyes on these pages before you start your next project bike.

—Ken Ross

Easyriders Sheet Metal Guide

Daytec Has You Covered

Daytec has 1-piece teardrop design, 16/14 gauge steel gas tanks that are available in 3.5- and 4.6-gallon versions. Mounting hardware kit is included to make life a little easier. Designed for 2-inch stretched frame applications, these tanks accept '82 to '96 screw-in-style gas caps. And don't forget, Daytec also offers 9- to 11-inch fenders for, rigid, rubber-mount softail-style frames. Available in contoured, Heritage, and bobbed steel versions and there's also a contoured strutless model.

Check out Daytec's Web site for more information at www.dayteccenter.com or call Daytec at 760-244-1591

Cyril Huze High Octane Gas Tank

The High Octane is a hand-fabricated custom steel gas tank capturing the American obsession with speed and thrills. This beauty has been designed by Cyril Huze with a lot of arch to give the

impression of speed, even when the bike is standing still. The rear of the tank is pointed and wraps around the frame for a super-clean look. Each tank is equipped with a flush welded-in, pop-up gas cap, and delivered with a mounting bracket system, making it easy to install on virtually any frame. Available in both 3- or 5-inch stretch.

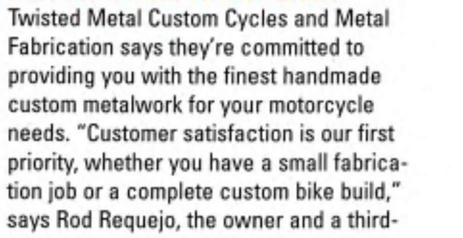
You can contact the folks at Cyril Huze by dialing 561-392-5557, or take a look at their Web site: www.cyrilhuze.com.

Goin' Strutless By Pro-One

The engineers at Pro-One have designed a custom wide-body fender that is going to provide builders with significant new options. These rugged, heavy-gauge steel fenders weld in place allowing fabricators to fashion the rear section of bikes designed using Softail, Pro-Quad and Pro-Builder chassis without the use of struts. Weld-on strutless fenders provide any custom with the latest in contemporary styling as well as coverage for tires up to 240mm in width.

Each fender comes complete with the necessary brackets and has hidden channels for your wiring needs. Pro-One's weld-on strutless fenders are sold in 9- and 11-inch-wide models.

For complete details call 800-884-4173 or go to www.pro-one.com.



Real Steel From Twisted Metal

Twisted Metal Custom Cycles and Metal Fabrication says they're committed to providing you with the finest handmade custom metalwork for your motorcycle needs. "Customer satisfaction is our first priority, whether you have a small fabrication job or a complete custom bike build," says Rod Requejo, the owner and a third-generation metal man. Rod approaches his metal fabrication as an art form, and he can modify your existing sheet metal or create new fenders and tanks to your specs from scratch. Let Rod make your custom motorcycle dreams come to life.

Contact him on the Web at www.twisted-metalcycles.com, or at Twisted Metal, 2 McLaren St. C, Irvine, CA. 92618; 949-716-6510.

The Builders Dash

Dave Perewitz has just made things a lot easier for custom builders with little access to metal fabrication equipment.

The Perewitz Builder's Dash provides the foundation for construction of a custom dash panel to fit just about any style tank. Hand formed from mild steel, the raw dash can be shaped and massaged to fit your requirements and is supplied without any preinstalled brackets.

The Builder's Dash is a real time saver and retails for just $69.95.

The full line of custom accessories now being produced by Mr. Perewitz can be seen at www.perewitz.com or dial 508-586-2511.

Classic Coffins From Paughco

Looking for the coolest in retro-chopper styling? Check out Paughco's super-cool coffin-style gas tanks. These unique tanks were originally designed for use on choppers in the '60s and '70s are making a big comeback with builders worldwide. The latest come from Paughco, which include all the original designs as well as several new styles.

You'll find Paughco coffin tanks feature the latest manufacturing techniques, materials and stellar quality. Styles include lengths from 20 to 25.5 inches, widths from 10 to 13 inches, heights from 7 to 10 inches, capacities from 2 to 5 gallons and various tunnel dimensions.

For details call 775-246-5738 or check out the complete Paughco line on the web at www.paughco.com.

Independent Gas Tank Company

Independent Gas Tank Company continues to set the standard. Each tank produced is custom-built to order. IGTC specializes in tanks for aftermarket stretched frames and builds pro-street and chopper tanks available in 0- to 7-inch stretch. All tanks are produced from 16-gauge cold-rolled steel and completely TIG welded and pressure tested. Each tank is fully functional, meaning no grafted on pieces. Standard on each tank are four threaded mounting bungs, two threaded crossover fittings and your choice of either 22mm or 3/8-inch NPT petcock fitting. Standard tunnel width is 2 1/4 inches, and your tunnel can be adjusted. IGTC also offers hidden tank mounts for the discriminating builder. Flush caps are available for an

additional charge and mounting hardware is included with all orders.

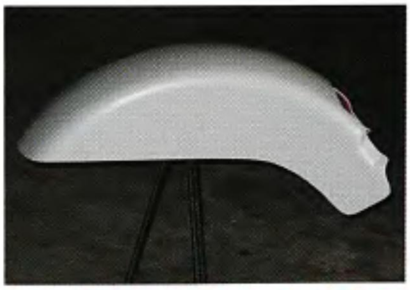
Check out www.independentgastank.com regularly for all the latest news and updates.

Paul Yaffe Goes Big

You've no doubt seen radical fender designs like the ones shown below on one-off Yaffe creations for years. Now they are in stock, ready for you to add some incredible style to your new custom bike. There are four hot, new styles to choose from and each is formed from 12-gauge steel. "That's twice as strong as our closest competitor," says Paul Yaffe.

PYO fenders are available in 8.5- and 10.5-inch width and will soon be available for the new 280-series tire in 11.5-inch sizes.

For more info on these and all of Paul's goodies contact Paul Yaffe Originals at 602-840-4205 or visit them online at www.paulyaffeoriginals.com.

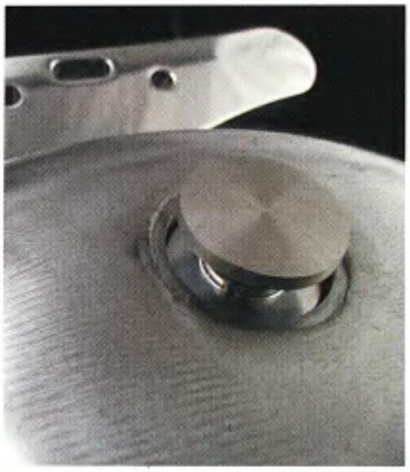


Sumax Dominator Fender For Softails

By popular request, Sumax now makes their Dominator rear fender for 2000 and later Twin Cam Softail models. This composite fiberglass fender is strong enough to carry even the heaviest passenger, according to Sumax. There are no holes drilled so you can profile the seat and fender exactly how you want to. They're even notched where the electronics go for easy transfer. Every Sumax rear fender features glassed-in tubing to make wiring

easy and safe. These fenders come primer coated and are ready to scuff and shoot. Sumax is making all their popular styles to fit this Softail application.

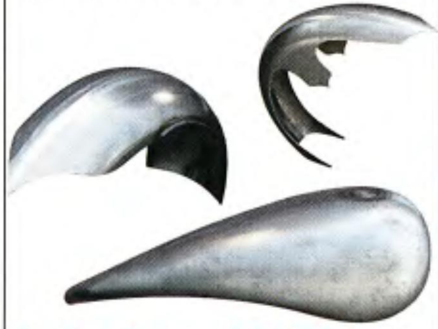
Contact Sumax at 122 Clear Road, Oriskany, NY 13424; phone 800-654-5546 or 315-768-1058; see them on the Web at www.sumax.com.



Creative Cycles Introduces The Icon Gas Tank

A righteous way to hold your gas is here! Yet another exclusive Creative Cycles part has hit the streets—it's one of the coolest gas tanks in motorcycling. The XC-T fuel tank features all-steel construction in a beautiful design to complement your bike. Each tank comes complete with a pop-up gas cap made by Hot Match and features a rubber-mount system on the bottom. This tank is designed exclusively for custom applications.

For more information, contact: Doug Keim, Creative Cycles, Building 17, Allaire Airport, Rt. 34, Wall, NJ 07727. Phone 732-751-1403 or log on to the Web at www.creativecycles.com. Tell 'em ya saw it in *V-Twin*.



Big Bear Choppers Pointed Series

Big Bear Choppers can provide your ride with that high-end custom touch with their new "Pointed" tank and fenders. The gas tank measures 30 inches in length and holds 4.8 gallons of fuel. It is constructed from 12-gauge steel. All of Big Bear's tanks are pressure tested and feature leak-proof, flush-mount gas caps. There's also front and rear fenders which are cut to a perfect pointed tip to complete the look of the smooth curved lines of Big Bear's latest steel.

Contact Big Bear Choppers at 477 Eureka Dr., Big Bear City, CA 92315. The number to call is 909-878-4340 or log on to www.bigbearchoppers.com.

Xtreme Cycle Design

Xtreme's innovative sheet-metal designs (bottom) are made specifically to enhance the Xtreme chopper style, but can be made to fit any custom bike. Xtreme's fender designs are handcrafted from 1-piece and are made with heavy-gauge steel and built with the strength and style you're looking for.

Xtreme tank designs are handcrafted from 16-gauge, cold-rolled steel and completely TIG welded and pressure tested. Each tank comes with all necessary mounting hardware. All models come with Hot Match flush-mount gas caps and Xtreme's counter sunk tank mounts are available for flush-mounting the tank to your frame.

Contact Xtreme Cycle Design at 714-628-1855 or at www.xtremecycledesign.com

Steel Teardrop Tanks From Arlen Ness

Arlen Ness' high-quality steel tanks are made right here in the U.S. of A. These sleek custom teardrop gas tanks will give your custom bike a contemporary look. Arlen's tanks are made from heavy, 16-gauge steel forquality and durability. The Ness tanks are well crafted, so they require minimal bodywork.

They're available with a Ness Flushmount Cap, Hot Match pop-up cap or Standard screw-in style. Mounting brackets included.

Gas Tanks By L.A. Choppers

L.A. Choppers' gas tanks are fabricated from heavy-gauge steel in California. They feature a right-side petcock with 22mm bung and come with mounting tabs and brackets as well as Hot Match pop-up gas caps. The tanks are available in various styles and retail for $1,199.99. All fuel tanks should be fit, pressure-tested, and sealed before painting.

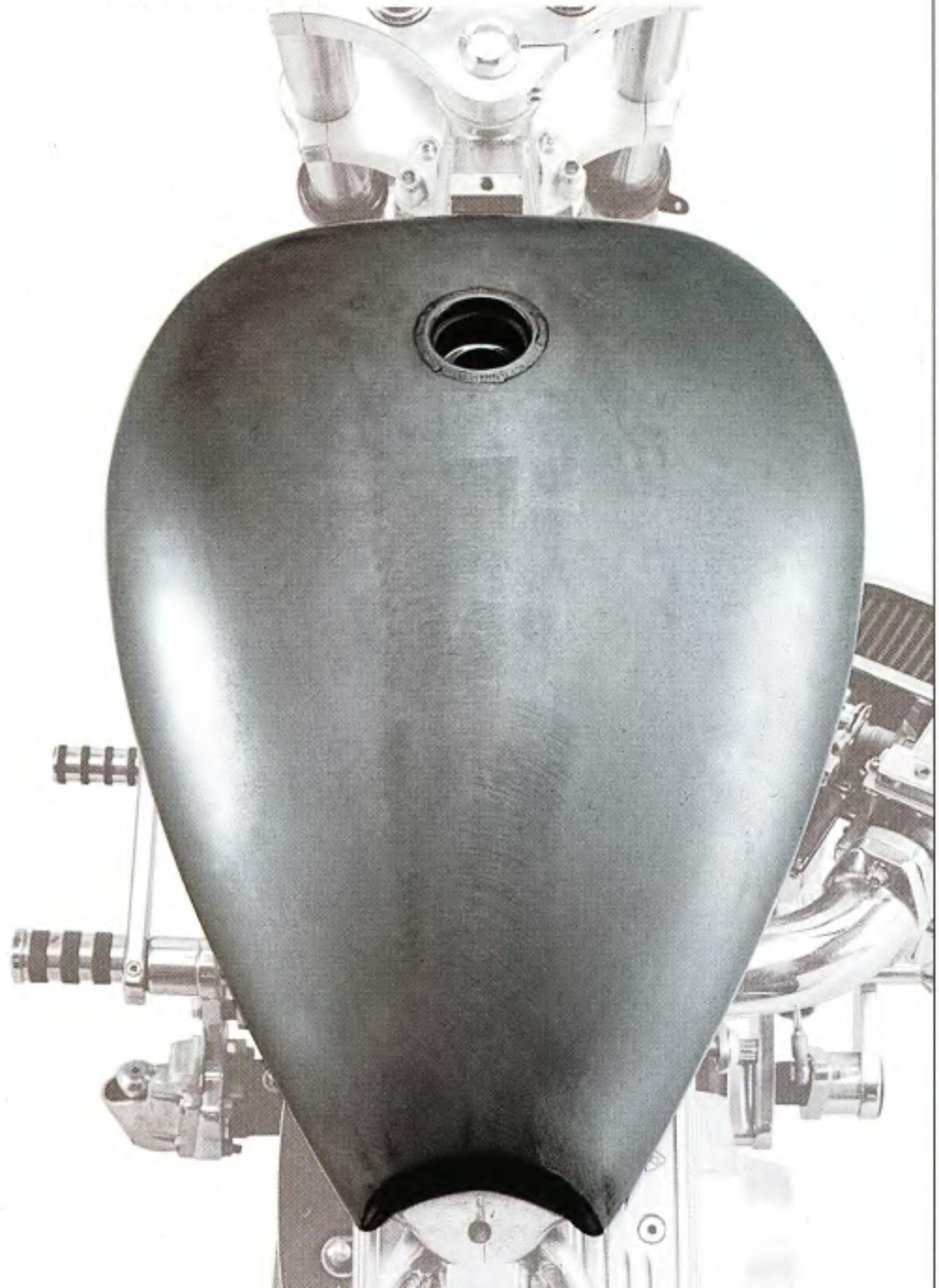
Contact your Custom Chrome dealer rep at 800-359-5700 for details and specs or log on to www.customchrome.com.

Smooth-Top Gas Tanks From Russ Wernimont

New stylish, smooth-top gas tanks (below) give the custom bike builder more creative sheet metal options. Russ Wernimont Design's new smooth-top gas tanks feature a 1-piece, single-cap and come in two different versions.

Each custom tank is handcrafted from 14- and 16-gauge steel to fit '00-'03 Softail frames. The tank measures 21 1/4 x 15 1/2 inches, while the universal, 5-inch stretch tank fits most custom frames and measures 25 x 13 1/2 inches. Both tanks require the use of a '96-'03 vented gas cap and 22mm petcock for optimal operation.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.



Serious Steel From Thunder Cycle Design

Fresh from Florida come these heavy-duty tanks and fenders for your next custom. Eddie Trotta is known for building solid custom bikes and now you can add his stylish sheet metal to your bike. Built entirely from steel, these beauties will give you years of riding pleasure.

You can contact Thunder Cycle Design at 954-763-2100, or toll free 877-330-5470; on the Web at www.thundercycle.com.

Central Coast Cycles Unique Custom Tanks

Santa Cruz, California, takes center stage as Central Coast Cycles emerges as one of the most promising custom bike builders in the area. CCC specializes in custom fabrication and prototyping. Scott Long and his crew now bring you innovative parts such as their iron cross-shaped oil bag, custom gas tanks and many more unique parts.

Check out Scott Long and his crew at www.centralcoastcycles.com or call them at 831-476-3901.

WE'RE BUILDING YOUR DREAM BIKE!

J&P Cycles/*Easyriders*/ Big Bear Choppers Build-a-Bike Sweepstakes

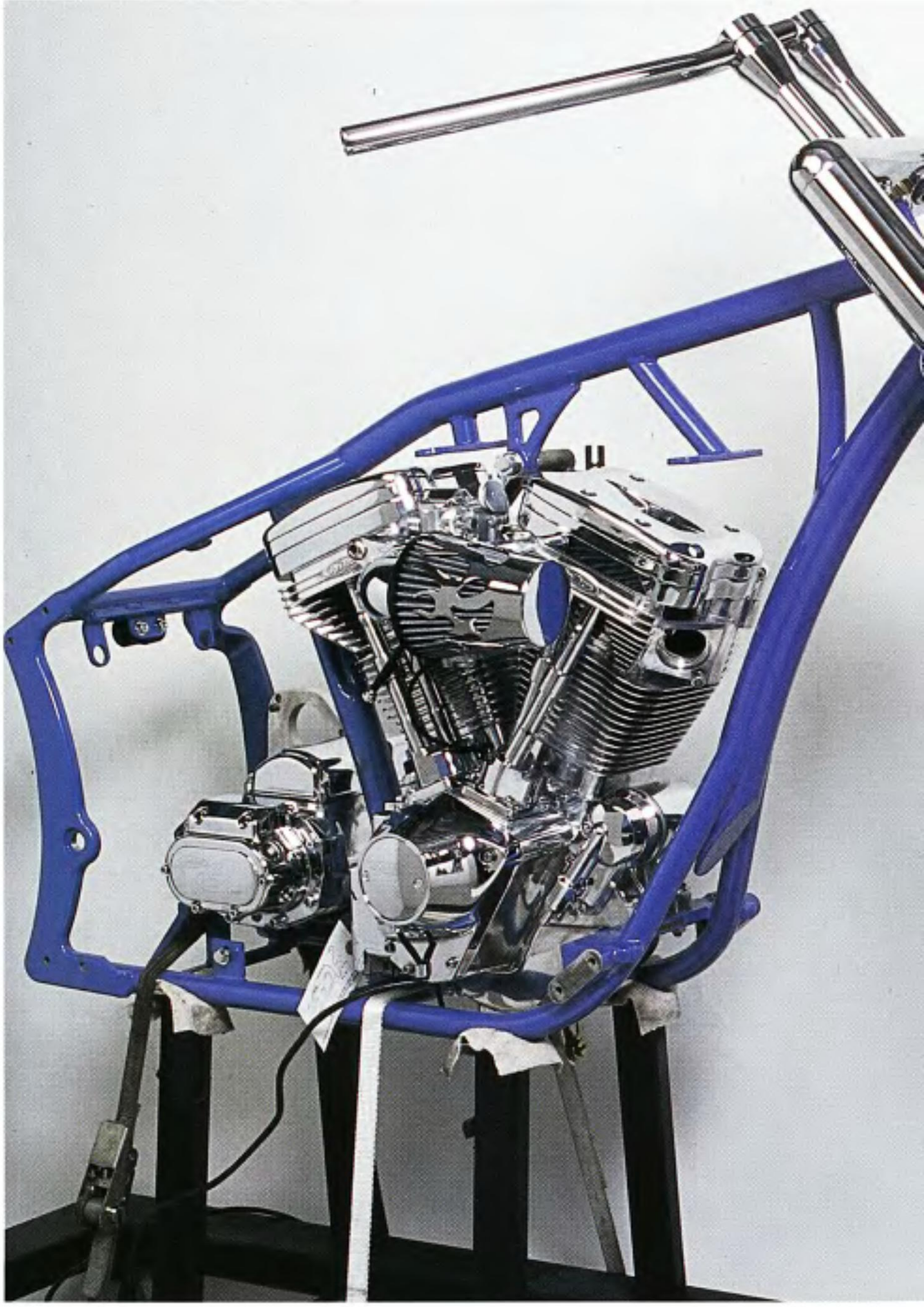
See this sleek, badass blue Venom Pro Street bike that Kevin Alsop of Big Bear Choppers is building? Well, it's all yours. No kidding! Winning this year's J&P Cycles/Easyriders Build-a-Bike Sweepstakes—just in time for Christmas—is as easy as sending in your entry and waiting for the phone call that announces YOU as the winner of the wild ride. Yep, all you have to do is invest in a postage stamp to ride off on a showroom-fresh Big Bear Choppers/J&P Cycles custom valued at $25,000.

As you probably know by now, this whole project began when John and Jill Parham at J&P Cycles called Morris Murray and Frank Esposito at Custom Chrome for a bike-builder nominee for the Sweepstakes bike. Morris and Frank nominated Kevin Alsop of Big Bear Choppers (BBC) for this year's Build-a-Bike Sweepstakes.

The challenge required Kevin to literally reach up and yank the lever on the production line at his shop to focus all his attention on building your new bike. Being a true motor-maniac, Kevin was up for the challenge.

The schedule called for Kevin to have the bike ready for its winner at warp speed. He was given 10 days to build a from-the-frame-up custom based on his Venom Pro Street bike kit. And that included squaring away the custom paint no less. Not possible you say? Well, Kevin doesn't know the meaning of the word. Well, he knows the meaning, but he ignored it.

Fortunately Nate Stewart at CCI expedited getting the parts over to Kevin in record time. In any case, Kevin prepped the frame after it was powdercoated and installed the RevTech 100-cubic-inch, 100-horsepower, show-polished motor and 6-speed transmission in one marathon day. The next day the project moved on to the installation of the front end, swingarm, BDL belt drive and rear wheel as well as the front wheel, calipers, handlebars and risers. You'll notice that the bike also benefits from a set of BBC's inverted forks. These babies are just now available through CCI.



The goody list of components from Big Bear Choppers is based on their Venom Pro Street kit that you'll find available through CCI. And, your new Venom comes with a two-year, 20,000-mile engine warranty and a lifetime warranty on the frame and sheet metal. Hey, you can't beat that.

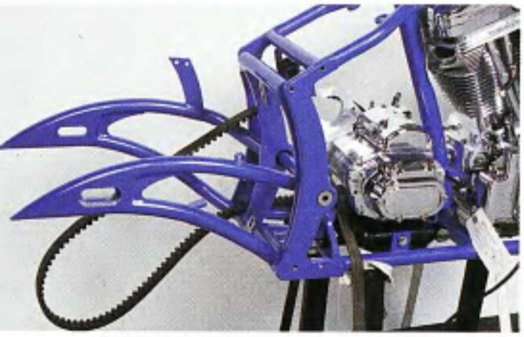
The Sweepstakes bike also carries with it some special features not found on the standard Venom kit, in particular, the set of custom Big Bear Choppers V-handlebars, the Hogsbreath air cleaner, Venom exhaust pipes, and BBC Webb grips.

Your dream custom bike rolls on a set of Pro One polished Storm billet wheels shod with Avon tires including a super

phat 250-series rear. Add stainless steel, clear-coated cables, billet forward controls actuating 4-piston billet brakes, and a classy custom "tribal" paint scheme conjured up by Concept Powercoaters of Rancho Cucamonga, California, and you've got the coolest scoot on the block. Best of all, you could be seen sitting on this winning ride, right here in the pages of *Easyriders*.

To follow the progress of the giveaway bike visit www.bigbearchoppers.com to see Kevin adding the final touches to what could be your new blue bike. You can also see tons of great products on the J&P Cycle Web site www.jpcycles.com. Be sure to fill out the entry form in the J&P Cycles ad in this issue to be eligible to win this dream bike.

Watch next month's issue of Easyriders to see your completed Venom, ready to roll. *—Paul Garson*



Photos: J&P Cycles

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By BIG BEAR CHOPPERS

...but only if you enter the

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Kit donated by Custom Chrome Inc.

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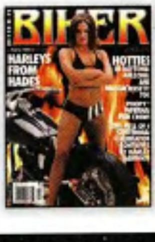

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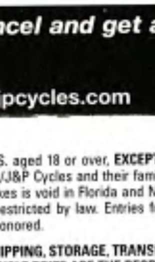

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THE EPA AND YOU

Will Electronic Fuel Injection Save Our Industry?

Now, this is going to be somewhat of a surprise to many of you, but your own government wants you—the motorcycle rider—off the road. What's that you say? Sounds too much like a conspiracy theorist run amuck? Take for example the EPA's quest for lower motorcycle emission standards. Forget the fact that motorcycles have been proven to put out far fewer emissions than almost every vehicle out there and, in fact, only account for less than 2% of the so-called "problem" the EPA is ranting about. Now take into account that the EPA wants to lower the emissions in California (already the toughest standards in the nation) and force the other states to abide by California's current standards beginning in 2006. By the way, for all you folks with carburetors on your bikes, this is not good news.

What's the solution? Well, besides becoming involved in a Motorcyclist Rights Organization, electronic fuel injection (EFI) may be the answer. For many people, however, EFI is an enigma—way too complicated and hard to understand.

"I wouldn't touch a fuel-injection motor with a 10-foot pole... that's Harley's problem, not mine," is often heard where wrenches gather. If nothing is done to further the education of those making statements like this, they could be out of work very soon.

To better understand the whole EPA/EFI dilemma, *Easyriders* spoke with two experts on the subject: New York Myke, executive director of ABATE of California and our own technical editor, Tom Johnson—who knows a thing or two about motors, having worked for S&S for many years. We'll begin with a little background on the EPA's rules and regulations with Myke.

"We expect the EPA to issue its final draft of its proposed motorcycle emission regulation at any time," Myke begins. "As proposed, the Federal standard would follow the current California Air Resources Board (CARB) standards, only delayed by two years. CARB demands compliance to 1.4 grams of hydro-carbs (HC) per kilometer plus oxides of nitrogen (NOX) in 2004 (1.4HC + NOX). This is known as Tier I. In 2008, that drops to a 0.8HC + NOX standard known as Tier II. The Tier I standards for California in '04, and nationally by '06, can probably be met by most manufacturers, but is going to be costly and have some negative impact on performance. It's also going to be difficult for independent shops and motorcycle retail businesses to work on these bikes. The Tier II standard is the real problem. To meet that standard, secondary air injection, EFI and catalytic converters will be needed in most, if not all, motorcycles. This means that independent shops and motorcycle retailers [*those not affiliated with a specific manufacturer*], which is by far the bulk of this industry, will virtually be shut out of doing business. It will also remove any vestige of cottage, or individuals working out of their own garage, where this industry began and continues to flourish. All of this disruption will not do much, if anything, to clean the air in comparison to what it will do to motorcycling.

"Still fighting in Washington, D.C., the MRF is submitting a letter to the EPA signed by many members of Congress, both Republican and Democrat, that requests a more reasonable standard. The message behind the letter is that overriding legislation may be enacted if the EPA doesn't self-regulate its own impulses. Those 'impulses,' by the way, are to compete with Europe and Japan which is where all this started anyway. Japan, upset that the best-selling heavyweight cruiser is a Harley, threatened a 0.3HC + NOX standard which would have certainly given their guys the competitive edge. Europe followed suit with talk of a 0.5. International and American environmentalists picked up on this and prompted the EPA to act. Now, you can be sure that the motorcycle industry and grassroots activists are trying to get the 1.4 closer to 2.2; the environmentalists are trying to get the 0.8 closer to a 0.3. The problem lies in the fact that our leverage is the industry's survival...theirs is a lawsuit."

So, with all that good news, it looks like EFI might be the only way to pass the stricter emissions rulings. Now understanding how EFI works is not all that difficult. It's different and will require some studying, but not unattainable. To prove it, let's hear what Mr. Johnson has to say about it.

"Electronic Fuel Injection systems all utilize basically the same components: an electronic control unit (ECU), a fuel pump and pressure regulator, a fuel filter, a throttle body, at least one temperature sensor, and one or more injectors." Sounds simple enough... oh, there's more. "All also utilize one or more peripheral sensors and a throttle position sensor that tells the ECU how far the throttle is open. That's important because the ECU tells the injectors how much fuel to squirt into the air stream, because EFI cannot respond to pressure changes inside the throttle body as a carburetor does.

"Fuel is delivered to the injector(s) at a constant pressure. The injector itself is basically a solenoid valve that is either open or closed. The module increases fuel delivery by holding the injector open longer. The injector openings are pretty tiny, hence the absolute need for a fuel filter.

Unused fuel moves past the injectors through a return line and on back to the gas tank. It returns at a quick rate—as I discovered when the return line on an aftermarket EFI I was playing with some years ago became disconnected and dumped a gallon of fuel on my garage floor before I saw it. Sure am glad I quit smoking before that happened.

"Because EFI delivers fuel under pressure, a larger throttle body can be used than with a carb, without sacrificing throttle response. Of course, airflow still has to keep up with the fuel supply.

"I mentioned the throttle position sensor earlier. Because the EFI controls ignition timing and tells the injectors when to inject, it must know the position of the pistons, and which stroke the pistons are on (intake vs. power, compression vs. exhaust). Some EFIs use only a cam position sensor. Others like Harley get their information from a flywheel sensor (the reason for saw-tooth flywheels) and a cam sensor.

"Sophisticated EFIs like those by Harley-Davidson and RB Racing can determine how rich or lean the fuel mixture is via exhaust gas analysis. Based on information received from the analysis circuit, the ECU can increase or reduce

the fuel supply to richen or lean the mixture as needed. That type of EFI is referred to as 'closed loop,' meaning it can adjust itself (within certain limits). Open loop systems cannot. Car systems are often open loop at start-up, but then switch to closed loop as the engine warms up.

"It's important to remember that the EFI/ECU usually controls ignition timing too. The more sophisticated EFIs also use a sensor to determine pressure within the intake manifold, which is a good indication of engine load. Of course, different combinations of load and rpm require different ignition timing and fuel mixtures."

Is it really all that simple? Yes and no. However, in order to give yourself a better understanding of the parts and systems that will soon be in the marketplace— to help us comply with all these new rules being forced upon us—you first have to understand how things work.

So, now that you have a basic understanding of how this end of EFI works, in a few issues from now we're going to show you an EFI fuel management system, developed by Terry Components, that operates on the closed loop, self-adjusting management system. Keith Terry, owner of Terry Components, says his system was designed specifically for the new standards on the way.

Will this be the end-all of our problems? No, but it seems to be a good place to start. Be sure and visit www.mrf.org for more info and to find up-to-date intel on new developments and, of course, the final version of the dreaded regulation. Or join Myke on WsRadio.com for his show *American Cycletalk*—sponsored by *Easyriders* (www.wsradio.com).

—Oil Can

"I'm not sure Jason is cut out to be a member of our club..."

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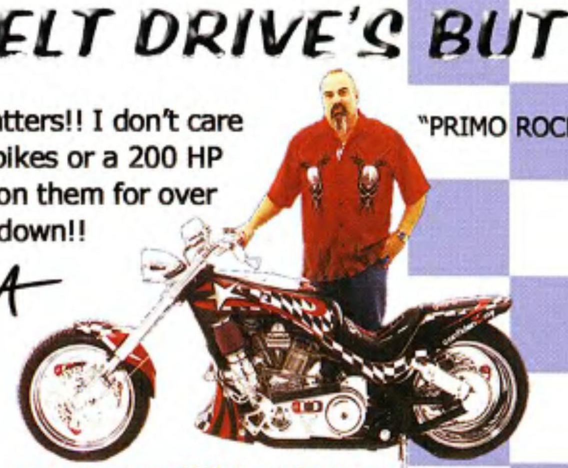

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Kevin Promenschenkel
Savanna, Illinois
2000 Custom

Ya just gotta wonder what the story is behind a name like "Poopy." I asked Kevin "Poopy" Promenschenkel what the deal was about his nickname, and he was a bit reluctant to give up the scoop. Luckily I caught up with him at the bar, so as the beers started to kick in, he let the shit all out. Back when he was a kid playing little league baseball, he was up to bat, and a bird decided to relieve itself on Kevin, not just once, but twice. So then, all the kids around had to tease him about it, and his nickname stuck like flies on....Well, you get the idea.

As Kevin grew older, he learned to put aside his fecal fears, and he traded in the baseball career for a career as an independent bike shop owner. Kevin, along with his wife Peggy, opened a little bike shop in his hometown of Savanna, Illinois, with a very catchy name. Yes, POOPY'S.

Throughout his few short years in the business, he's accumulated a whole shit load of spare parts sitting around going no where. One day while his mechanic, Shane, was sitting on his ass doing nothing, Kevin decided to put his lazy ass to work, and start piecing together a new bike. He started with a Paucho frame, raked an extra 5 degrees, a 5-speed tranny, RevTech wheels, a Fat Boy front end, and Street Stalker sheet metal.

Kevin hoped some customer would take a liking to the rolling chassis sitting on the floor, but in time, he decided to build it for himself. He ordered up a polished RevTech 100 motor with a Crane ignition, Thunderheader pipes, and a 42mm Mikuni carb. While trying to stick with the polished look he added Performance Machine brakes, foot pegs, and handlebar controls, and to finish up his new toy, he added a Primo open belt primary, Legends air suspension, and a burgundy paint job.

Maybe a black-and-white splatter paint job would've been more fitting?

—Natanic

Photos: Nate Ullrich

ReadersRides

Ken Hoag
Calgary, Alberta, Canada
1996 FSXTC Special Construction

Some folks just have their priorities totally upside down. Like Ken here, who says that this bike was started back in '96 by Eddie Trotta at Thunder Design (he did the driveline) and Dave White in Edmonton, Canada, who did the final assembly. Not a bad start for a bike, but…here comes the clincher: "After completion," Ken has the nerve to add, "the bike was put into storage and has been there ever since."

This is getting me so upset, I can hardly go on.

In fact, I can't.

Okay, I will. But only, because my boss is threatening to outsource my job to some dude named Abdullah in some new deli in India, if I don't.

"The reason the motorcycle was put into storage…."

You know, screw Ken's reasons for mothballing this beauty. Let's look at what he ain't riding just because he was more concerned with getting some silly career off the ground: Supposedly inspired by Mickey Rourke's nasty scoot in the movie *Harley-Davidson and the Marlboro Man*, Ken wanted to, as he puts it, "take Mickey's concept from his FXR and work it into an FXSTC."

Why? Because Ken considers Mickey's bike to be "one of the raunchiest Harleys to roll on the pavement."

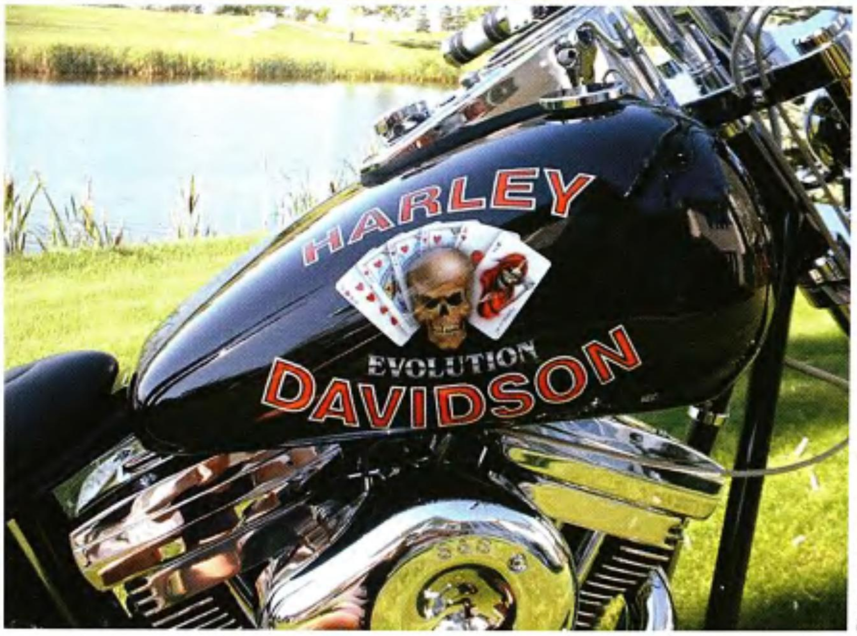
Hey, at least Mickey's bike got to roll.

Anyway, Ken's bike got good stuff, like a 96-inch S&S mill with JIMS lifters and painted jugs, Andrews gears in the tranny, a Rivera clutch, Bartels slash-cut pipes, RevTech's 4-piston brakes front and rear, RC Comp billet chrome racing wheels, matching rotors, and a 70-tooth pulley.

By molding the rear fender into the frame, Ken eliminated the "bolt-on appearance," and the taillight was machined into the license plate bracket, which in turn was inverted 90 degrees against the swingarm. Say what? Hey, just look at the pics. There's lots more to look at, anyway.

Ken calls his bike "Nightmare," and I can see why. I'd have nightmares, too, if I had a bike like that standing in the garage and never rode it.

—Tripper



Photos: owner

Paul Karch
East Northport, New York
2003 Special Construction

Taking the old proverb, that haste makes waste, very seriously, Paul made sure to waste absolutely nothing on this bike, which he built during the course of 10 years. Yes, years. The reason for the long duration is not, as Paul says, "because I'm lazy, but because 10 years ago, when I was a truck driver, I ruptured three disks and now have a bad back."

But whatever you might say about the time, it's well worth the final product, since there's absolutely not a single part on the bike that Paul didn't either manufacture himself or heavily modify. Fer chrissakes, he even made his own pistons! He also balanced and trued the flywheels, ported the heads, and did all other machining on the motor.

But that's not all. Paul, who was crew chief for a drag racing team for many years and knows exactly how to tickle a bike into winning the quarter mile, also made the 6-sided cam cover to match the ART tranny door, the taillight-license frame setup, the triple tree, handlebars, risers, brake hangers, chain guard, swing arm addition, derby cover, top motor mount, seat, rail, exhaust pipes from 7075 aluminum...and much more.

The bike runs on 103-octane fuel and has a 100-mile range before needing to be refueled, which may seem somewhat limiting in its use as a daily rider, but it gives Paul ample opportunity to "go out and hunt down Jap bikes...they never expect this."

There are so many cool details about Paul's rocket that a full-blown feature would hardly give it justice and enough room to mention them all. Like the fact that all the aluminum is not brushed, but sanded, lending the bike, in conjunction with the chameleonesque Chrome Illusion paint, a definitively unique style.

Since Paul's back doesn't allow him to mass produce bikes for America's discriminating bikers, he's started to manufacture some parts instead, like swingarm end caps, cam and derby covers to match the ART tranny door, the handlebars, and more. "I actually got quite a few inquiries from people about those taillight holders and license plate frames," says Paul, adding that dialing 631-716-2172 (631-732-4643 fax) will get any interested parties access to Paul's parts.

Paul is working on a new project, by the way. Based on what we're looking at here, I'd like to make it known right now that Paul will have my vote for getting a full-blown feature on the bike, regardless of what it might look like. In fact, let me go out on a limb and say that we'll reserve some space for Paul in the November 2013 issue. *—Tripper*

Photos: owner

ReadersRides

Rusty Grubbs
Roxboro, North Carolina
2001 Custom Chopper

Claiming to have been reading—and inspired by—our rag since the late-'70s, Rusty says he's always wanted to build his own bike, but didn't have the necessary cash until recently. This seems to be a contradiction in terms and highly deserving of suspicion, because back in the late-'70s, cash was not the most necessary ingredient for having a chopper. A case of beer and the proper friends to help out, however, were. The cash part entered the scene a bit later and really began to flower in the late-'80s, but that's all together another story.

Rusty, who has "always liked the old school choppers," decided that "that was the way I wanted to go. I tried to stay on a budget, but that became increasingly harder as I went along."

Welcome to the new age of bikerdom, Rusty.

The bike, he adds, "turned out pretty good and was completed for around $12,500," which meant, as Rusty recognizes, that "it's not real fancy, just simple and solid components."

Not a bad deal when you consider the cost of some customs these days. So how did Rusty do it? Let's listen in as he shares his secrets for building a relatively budget-friendly custom bike.

"The motor I bought in a crate from West Virginia H-D," he explains, "and the tranny was purchased from Negotiable Parts and was rebuilt with some Andres parts. The bike has lots of cool stuff on it, like JayBrake brakes, a Primo clutch, Crane ignition, Mikuni 42 carb, Dalton controls, Danny Gray seat, and so on."

But there's one aspect to this whole process on which you simply cannot put a price. "The greatest part of this bike building experience is being able to ride what you put together," Rusty exclaims, "and to hear people say, 'wow, that's a fine ride.'"

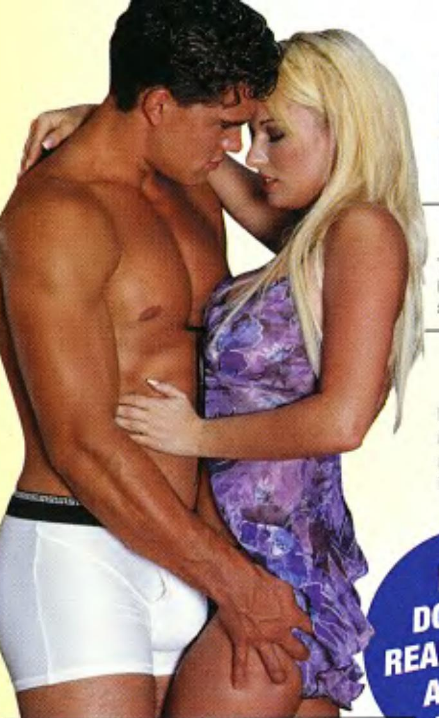
The downside? Is there one? Sure, why not? "I had no idea what a hassle it would be to register the bike," Rusty adds.

But, back on the bright side: "The only other thing that would make all this worthwhile would be to see my scooter in Reader's Rides," Rusty says.

Sorry, bro, but with your budget, you couldn't afford to bribe us into it.

—Tripper

Photos: owner



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–TM, Oklahoma

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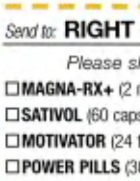
–RC, South Carolina



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A Bike For All Reasons... Or Is It?

HARLEY-DAVIDSON'S DYNA SUPER GLIDE T-SPORT

Ever since hard-ridin' bikers discovered the benefits of the rubber-mounted FXR, there's been a seemingly endless pursuit for a vibe-free V-twin. Actually, the FLT started Harley's foray into the world of vibration elimination, but back then I wasn't feeling the need for either a bagger or any Harley that was as smooth as an inline-four from Japan, for that matter. Back in the day we lovingly referred to our machines as Milwaukee vibrators, and saw no need for the use of rubber.

Many old-school bikers scratched their heads at the rubber-mount bikes since they'd already come to realize that a properly balanced and trued crank was the key to a smooth ride. Having torn down more than a few shovels and pans, I'd seen cranks from the factory that had pretty low mileage, yet turned out being as much as 0.0045 inch out of true. Made ya wonder if the need for the rubber mounting was just a way for AMF (you remember them?) to hide some shoddy crank assembly problems. And who really cared if you could make out the image in the rear view mirror, unless it was flashing red and blue lights?

Well, with the advent of the sportier FXR chassis in '84, more riders were prone to give the smooth riding rubber mounts a shot, particularly if you were the type that thinks nothing of laying down, say, 600-700 miles a day for days on end. For high-mileage riders the benefits were clear, and as Harley healed its financial wounds by winning their antidumping suit against Japanese bike builders and buying themselves back from the bowling ball builders, they were free to introduce new, cutting-edge models aimed at varying types of riders. A far cry from the days of choosing between an XL, FL, or FX.

Harley realized there were riders who wanted to cover lots of miles but didn't want the bulk of a full dresser, so they introduced the FXRT, with a mid-sized fairing and hard saddlebags. Far more nimble than a bagger, this bike had a lot to offer, and large numbers of hard-core riders adopted the bike, often keeping the old pan or shovel chopper stashed in the garage, while using the utilitarian rubber-mount for serious high-mileage runs. And lets not forget right about that time the Evo motor was introduced, as was the 5-speed, bringing an aging design up to date. The '90s saw the FXR line retired and replaced by the Dyna platform, and up until the introduction of the Dyna Super Glide T-Sport a couple of years back there was a void between cruiser and touring machine.

For their 100th Anniversary, Harley has brought back the T-Sport wrapped in two finishes—gunmetal pearl or vivid black. Both finishes are glass smooth and seem miles deep and come adorned with the 100th Anniversary striping. In order for the bike to hold up to its Sport designation, Harley fits its fully adjustable Sport suspension package to this Dyna. This gives the rider control over rebound and compression damping, front and rear, allowing the bike to be fine-tuned

with ease. So when it's time to exit the freeway and hit the twisties, you can have the best of both worlds and accommodate one-up riding or the added weight of a passenger and gear.

For average-sized riders from our staff, the ergonomics were okay, but some of our XXL-sized staffers found the mid-controls uncomfortable and the fairing a bit too short. Even though it is adjustable, wind buffeting of the helmet was noticeable from the fairing. The expandable, quick-release luggage proved to have enough capacity to keep ya away from home for a while and is easy to take with you when you check in for a night's sleep.

So is this the bike for all reasons? Well, damn close. The only complaints came from larger staffers, so as long as you're not NBA-sized, and are looking for a bike that handles the open road and canyon carving with equal ease, the T-Sport might just be what you're looking for. If so, you better grab one of these pups from your local Harley dealer right now because rumor has it that this will be the last year of the FXDXT. —*Boxcar*

General

Fabrication: ....Harley-Davidson
Year and make: .... 2003 Harley-Davidson
Model: .... Dyna Super Glide T-Sport (FXDXT)
Assembly: .... Harley-Davidson

Engine

Year and builder: 2003
Ignition: .... Harley-Davidson
Displacement: 1450cc/88ci

Transmission

Year: ....2003 MCC

Painting

Painter: ....Harley-Davidson
Color: .... gunmetal pearl
Type: .... lacquer
Special paint: ....100th Anniversary

Frame

Year: .... 2003 Harley-Davidson
Type: .... rubber mount
Rake: .... 43 degrees
Shocks: .... adjustable sport

Accessories

Risers: ....Harley-Davidson
Handlebar controls: ....Harley-Davidson
Headlight: ....quartz
Speedo: ....Harley-Davidson
Pegs: ....Harley-Davidson
Foot controls: ....Harley-Davidson
Oil tank: ....under trans
Oil system: ....Harley-Davidson

Front end

Type/Builder: sport-adjustable/Harley-Davidson

Wheels

Make: ....Harley-Davidson
Size: ....19-inch front; 16-inch rear
Tire: ....Dunlop
Brake: ....Harley-Davidson
Photos: ....Ken Ross

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ComingAtYa

The dazzling December issue of Easyriders (No. 366) is a mistletoe-packed Super Special dedicated to Harley-Davidson's 100th Anniversary Party in Milwaukee. Besides some great coverage inside the magazine, you'll find a 32-page "Scrapbook" of photos from the mother of all moto-parties.

We'll deck the halls with our "Holiday Gift Guide" of products and services to showcase biker goodies for under your tree and also offer a special "Toy Run Guide" to all those charity events across the country.

This collector's issue brings you some of the best bikes of 2003 and we test ride Harley's 100th Anniversary Road King.

Besides 32-pages dedicated to Harley's 100th Party, we'll also throw in a separate 32-page "Roadware Catalog for Winter."
On sale November 4th, 2003.

The no-holds-barred November issue of *V-Twin* magazine (No. 31) brings you more of the 63rd running of the Sturgis Rally and races plus our look at 2004 Cruiser Motorcycle models. Ride with us to the Athens H.O.G. Rally, check out our Guide to Aftermarket Wheels and meet master bike builder Kenny Morris. Go behind the scenes at Weld Racing and visit the fine folks at Lydall Brakes. Need to ship your bike? We'll show you how JC Motors can ship your chopper or dresser no matter how long it is. All this PLUS, 10 of the most tantalising custom bikes you've ever seen and our 32-page newsstand outsert will offer the best of the Black Hills Rally and Races. All this and more is blasting your way in the nitrous-powered November issue of *V-Twin* magazine!
On sale October 14.

The October issue of *Biker* (No. 214) is chock-full of bitchin' events, fine bikes, and hot babes like sweet Krissi here on Bruce Mullin's righteous pan. Newsstand buyers will also get the annual 32-page Sweet Hog of Mine outsert. *On sale now!*

December's issue of *In The Wind* (No. 115), features war photos from our biker/warriors fighting in Iraq, scads of your flicks, Dee Dee on J.J. Ransom's high-end Road Glide, plus, an outsert on the Secrets of Bike Building. *On sale September 2.*

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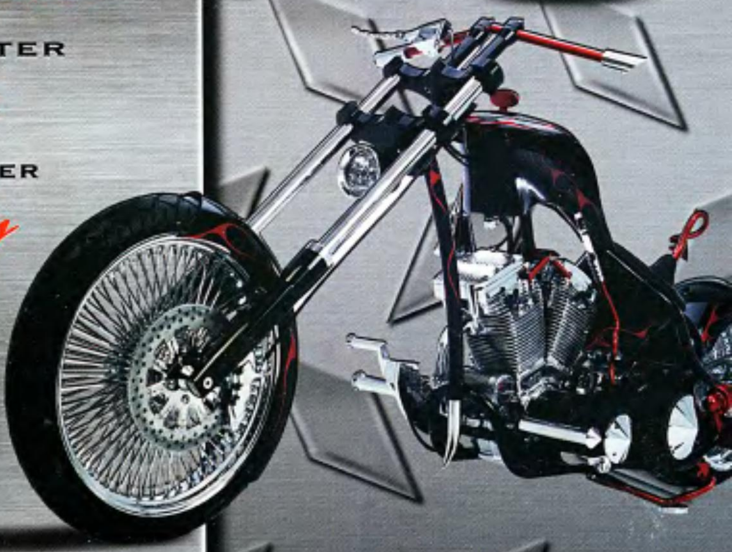

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